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FOR
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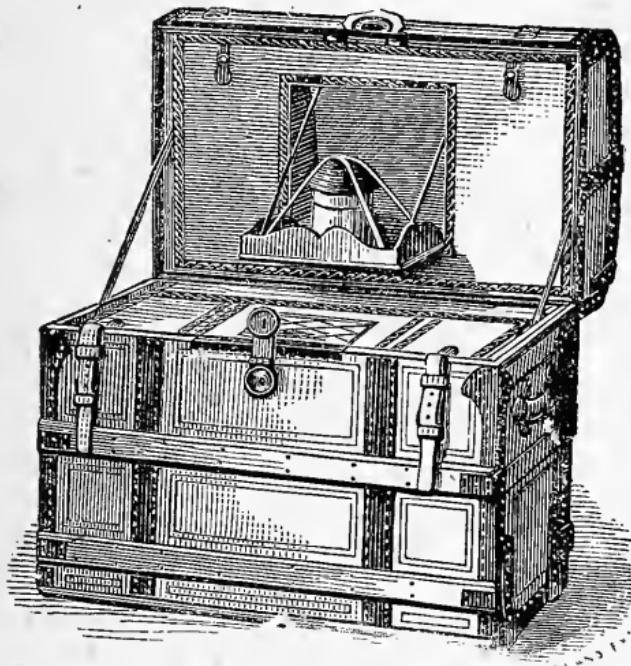
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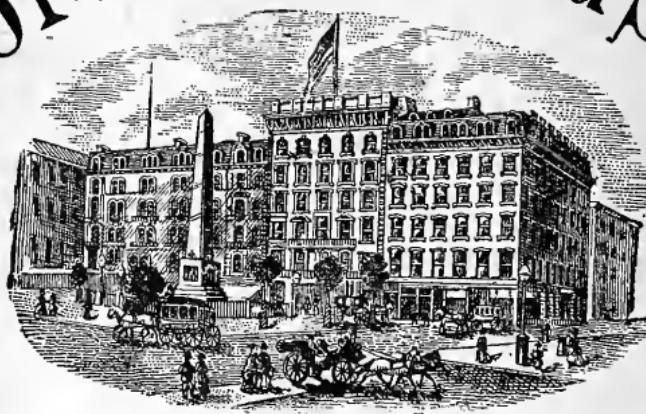
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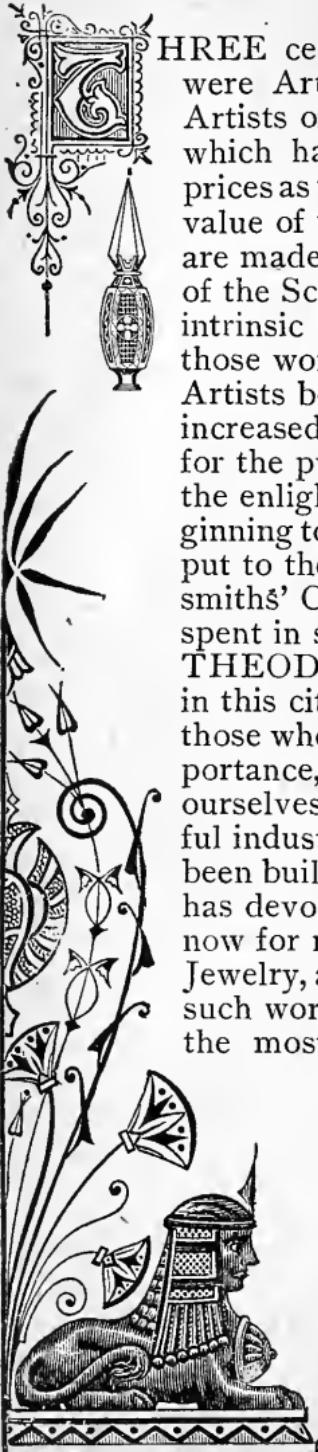
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AND THE HOLY LAND.

By THOMAS W. KNOX,

AUTHOR OF

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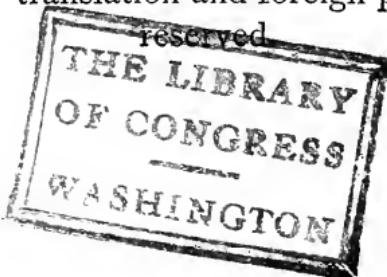
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1909
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PREFACE.

THE author has been led to the preparation of this volume by the hope of meeting the wants of those who desire a description of the tour of Europe in a form convenient for the pocket. The success of "How to TRAVEL," and the warm commendations of that little volume, coming from every quarter, have inspired the present work. If the result shall be that "THE POCKET GUIDE FOR EUROPE" receives as kindly a welcome as its predecessor, and achieves as extensive a sale, the author will be well repaid (in mind and purse) for the labor of its preparation.

The reader who expects to find a full and detailed description of the whole of Europe in this little book will be doomed to a disappointment as great as that of the man who seeks a hearty dinner in the compass of a peanut shell. The writer's aim has been to give a general outline of the tour of the Continent, together with that of the southern and eastern shores of the Mediterranean, leaving the reader to select the route best suited to his time and purse, and to fill in the details as he goes along. Especial attention is called to the skeleton tours indicated

in Chapter XV, which are suited to the requirements of travelers who have only a few weeks and a few hundred dollars at their disposal, as well as to those whose bank accounts are unlimited and whose time is their own.

The author ventures to claim that he writes from practical knowledge of his subject. He has gone over nearly all the ground he describes, and speaks from personal experience of the hotels, railways, steamboats, diligences, and other means of travel in Europe. Since this book was projected he has made a special tour to the countries most frequented by Americans who go abroad for the summer, and the results of his observations are embodied in the volume of which this is the preface. He most earnestly hopes that his labors have not been in vain.

With this explanation of the motives for adding a guide-book to the many already in existence, the author makes his bow to the public and submits his work for inspection and approval.

T. W. K.

NEW YORK, March, 1882.

TABLE OF MONEY.

In the following table the equivalents of American money in the currencies of the principal countries of Europe are given. Some of them are not mathematically exact, but are near enough for all practical wants of the traveler.

| American. | | English. | | | French. | | German. | | Austrian. | |
|-----------|------------------|----------|----|-----------------|---------|------------------|---------|-----|-----------|-----------------|
| Doll. | Cents. | L. | S. | D. | Fr. | Cent. | M. | Pf. | Fl. | Kr. |
| — | 1 $\frac{1}{4}$ | — | — | 5 $\frac{5}{8}$ | — | 6 $\frac{1}{4}$ | — | 5 | — | 2 $\frac{1}{2}$ |
| — | 2 $\frac{1}{2}$ | — | — | 1 $\frac{1}{4}$ | — | 12 $\frac{1}{2}$ | — | 10 | — | 5 |
| — | 5 | — | — | 2 $\frac{1}{2}$ | — | 25 | — | 20 | — | 10 |
| — | 10 | — | — | 5 | — | 50 | — | 40 | — | 20 |
| — | 12 $\frac{1}{2}$ | — | — | 6 | — | 62 $\frac{1}{2}$ | — | 50 | — | 25 |
| — | 20 | — | — | 10 | 1 | — | — | 80 | — | 40 |
| — | 25 | — | 1 | — | 1 | 25 | 1 | — | — | 50 |
| — | 50 | — | 2 | — | 2 | 50 | 2 | — | 1 | — |
| — | 75 | — | 3 | — | 3 | 75 | 3 | — | 1 | 50 |
| 1 | — | — | 4 | — | 5 | — | 4 | — | 2 | — |
| 1 | 25 | — | 5 | — | 6 | 25 | 5 | — | 2 | 50 |
| 1 | 50 | — | 6 | — | 7 | 50 | 6 | — | 3 | — |
| 1 | 75 | — | 7 | — | 8 | 75 | 7 | — | 3 | 50 |
| 2 | — | — | 8 | — | 10 | — | 8 | — | 4 | — |
| 2 | 25 | — | 9 | — | 11 | 25 | 9 | — | 4 | 50 |
| 2 | 50 | — | 10 | — | 12 | 50 | 10 | — | 5 | — |
| 3 | — | — | 12 | — | 15 | — | 12 | — | 6 | — |
| 4 | — | — | 16 | — | 20 | — | 16 | — | 8 | — |
| 5 | — | — | 1 | — | 25 | — | 20 | — | 10 | — |

French currency is the standard of Switzerland, Italy, and Belgium, in addition to the country of its origin. In Italian the franc is called a *lira* (plural *lire*) and centimes are *centissimi*. In Russia the rouble (75 cents American) is divided into 100 kopecks. In Sweden and Norway the *krone* (about 27 $\frac{1}{2}$ cents) is divided into 100 *ore*; an English sovereign is worth 18 krone. In Holland the *florin* or *gulden* (40 cents American) is divided into 100 cents. In Turkey, Egypt, and the Levant values are generally expressed in francs in dealings with foreigners.

CONTENTS.

| CHAPTER. | PAGE. |
|---|-------|
| I. Departure from Home,—the Transatlantic Voyage, - - - - - | 7 |
| II. Ireland and Scotland, - - - - - | 14 |
| III. Liverpool to London,—London, - - - - - | 26 |
| IV. Environs of London,—Cathedral Cities,— London to Paris, - - - - - | 41 |
| V. Paris and its Environs, - - - - - | 54 |
| VI. From Paris to Naples,—Central and South- ern Italy, - - - - - | 68 |
| VII. Northern Italy,—Bologna, Venice, Milan, Turin, Verona, etc., - - - - - | 79 |
| VIII. From Italy to Switzerland,—the Regular Swiss Round, - - - - - | 90 |
| IX. Switzerland continued,—the Rhine and Ger- many, - - - - - | 104 |
| X. The Austrian Empire,—the Danube,— Southern Russia and Constantinople, - - | 117 |
| XI. The South of France,—A Tour through Spain, - - - - - | 129 |
| XII. Belgium and Holland, - - - - - | 141 |
| XIII. Denmark, Norway, and Sweden,—the Land of the Midnight Sun, - - - - - | 160 |
| XIV. Russia, Algeria, Egypt, and the Holy Land, 168 | |
| XV. Outline Tours through Europe, - - - - - | 179 |
| Index, - - - - - | 185 |

CHAPTER I.

DEPARTURE FROM HOME.—THE TRANSATLANTIC VOYAGE.

One of the first questions asked by a practical American who contemplates a trip to Europe is the probable cost of the excursion. The interrogatory is about as difficult to answer as the schoolboy's conundrum: "How much does a live hog weigh?" Much depends upon the taste of the individual, and much more on the duration of the tour and the distance traveled in Europe. The minimum for a trip of ten weeks, including the outward and return passages and a visit to England, Scotland, Ireland, France, Switzerland, and parts of Italy and Germany, may be placed at \$350 to \$400, while the maximum can be anything you please. To keep within the above figures and travel through the countries mentioned the tourist will need to practice considerable economy; he should occupy the second cabin of the steamships, or the first cabin on the cheaper lines, and avoid first class on the railways. He should seek the second class hotels in Great Britain and on the Continent, and in other ways he will find it judicious to keep a close watch on the strings of his purse. By shortening the time to seven or eight weeks, first class may be substituted for second, but the majority of tourists with limited means will prefer the longer time with its consequent restrictions.

An allowance of five dollars a day, in addition to railway and steamship fares, will meet the requirements of

most travelers who are inclined to economy. Beyond this figure we can easily ascend to ten or twelve dollars, when we reach the domain of luxury or *at all events* tread closely on its borders. Ten dollars a day will cover all expenses of an extended journey, provided the tourist does not skip rapidly from place to place and make his halts too brief. It will include railway and steamship fares, permit of the patronage of first class hotels, and cover, in fact, all disbursements within the limits of ordinary thrift: it requires no economy on the one hand, and permits no extravagance on the other.

Funds should be carried in the form of a letter of credit or circular notes, which any banker can procure for you. The letter of credit is a single document printed in blank on the first page of a letter sheet and then filled in with the amount of the credit and the name of the bearer, whose signature should appear at the bottom of the page. The second page is reserved for the endorsement of the amounts drawn, while the third and fourth pages of the sheet contain the list of correspondents of the issuing house. Money can be drawn through any of these correspondents and generally through any reputable banker, but the letter of credit is not available elsewhere than at a banking house. Circular notes may be cashed at hotels or in shops where the traveler may be making extensive purchases, as well as at the banker's. They are for various amounts from one pound sterling upwards, and accompanied by a letter of indication, which resembles in general appearance the letter of credit. The notes are useless without the letter of indication, and the letter equally useless without the notes; the necessity of having two valuable parcels to look after instead of one and the aggregate bulk of both when carried in the pocket are the principal objections to this form of credit. After a some-

what lengthened experience the author gives his preference to the letter of credit, which he carries fastened securely into an inner pocket of his garments. He does not leave it in his trunk or other article of baggage, and when stopping a week or more in a city he leaves the document in the safe of the hotel or at his banker's. It is a serious matter to lose a letter of credit when one is away from friends and home, and a thing equally serious is to learn some fine morning that the bank which issued it has failed. A single experience of this sort is more than enough.

The credit secured or provided for, the next thing to look after is the steamer on which you will cross the Atlantic; or you may first secure your passage and leave the arrangement of the credit to be made immediately before your departure. There are some fifteen or twenty lines of steamships from which to choose. The Anchor, National, Monarch, and Great Western are the cheapest, while the Cunard, Inman, Guion, White Star, American, French, Hamburg, and Bremen are the dearest. Between the high and low prices are the Rotterdam, Antwerp, Red Star, and State lines; and it is possible that other lines may come into existence while this book is passing through the press. The traveler will choose according to his purse and his tastes, and whatever company receives his patronage is pretty sure to give him the worth of his money. Return tickets, available for a year, are issued by nearly all the companies at a reduction of ten per cent. These tickets are not transferable, and the companies refuse to redeem them in cash; so that when the tourist has purchased a round-trip or excursion ticket he is bound to return by the line on which he made his outward journey. Secure your place as early as possible, and by so doing have a better selection of rooms. A berth,

amidships, or about half way between the bow and stern, is preferable to one farther aft, as you have less of the vibration of the screw, and also less of the motion of the ship while pitching. As for the rolling of the steamer, there is no way of escaping it. Some ships are worse than others in this respect, and, if tender in the stomach, you will do well to inform yourself as to the character and performances of the craft on which you propose to embark. The agents can generally satisfy you on this point, though it sometimes happens that their statements are not fully realized.

Take a suit of old clothes for wearing on the steamer, your oldest and heaviest overcoat, and a shawl or rug for the cold weather you are sure to encounter on the voyage. Have a bag or valise in which these things can be packed and left at the steamer's destination till your return; and if you take a steamer chair along it can be stored with the bag. A cap or soft hat for the deck is advisable, as the winds of the Atlantic make sad havoc with the fashionable "plug," and the closer the traveler's head-covering fits to his skull the better will he find it. For travel on the continent and in Great Britain a suit of gray tweed, either dark or light according to your style of beauty, will be sufficient, with a spare suit of some material approaching black. Many persons go without the spare suit, but they run the risk of being without a change in the event of being wet by the rain, or otherwise drenched, and every tourist is liable to find frequent occasion when something besides his ordinary traveling suit is desirable. A week's supply of shirts and collars, with a complete change of underclothing, is sufficient, as you can always have your washing done in any city where you remain more than a single day. In many hotels, washing can be given out in the morning and returned the same evening,

and sometimes it can be done over night, but such celerity is not to be relied on. If you expect to do anything in the "society" line, a dress suit will be indispensable. In default of having your own along, you can hire from a waiter at the hotel or from men who make it a business to let out second-hand clothing, but the fit is not all that a fastidious man desires, and there are other objections that need not be mentioned.

At sea, anything that breaks the monotony is hailed with delight. Passing ships and steamers are the subjects of much conversation; a school of porpoises will bring the passengers in a dense group to the rail; a land bird alighting in the rigging will arouse universal interest; and a whale will attract a large, and sometimes an excited audience. The transatlantic steamers are distinguished by their funnels as follows:

INMAN LINE—Lower two-thirds black, with a white band and black top.

BREMEN LINE—Black, with German flag.

ANCHOR LINE—Black, with English flag.

CUNARD LINE—Red, with black top, and English flag.

GUION LINE—Black, with a red band near the top.

FRENCH LINE—Red, with black top, and French flag.

NATIONAL LINE—White, with black top.

WHITE STAR LINE—Yellow, with black top.

HAMBURG LINE—Black, with German flag.

ROTTERDAM LINE—Black, with green and white top.

MONARCH LINE—French gray, with a black top.

Of course it is impossible to distinguish the flags and funnels at night. Rockets and lights are then used for signaling in the following manner:

INMAN LINE—Blue lights forward and aft; red light on bridge and variegated rocket.

BREMEN LINE—Blue lights forward and aft, and two rockets simultaneously.

NATIONAL LINE—Blue light, rocket and red light in succession.

ALLAN LINE—Blue, white, and red rockets in succession.

ANCHOR LINE—Red and white lights alternately.

CUNARD LINE—Two rockets and blue lights simultaneously.

HAMBURG LINE—Fireball, rocket, and fireball in succession.

STATE LINE—Red light, rocket, and two blue lights, one forward and one aft.

WHITE STAR LINE—Green light, rocket throwing two green stars.

GUION LINE—Blue lights forward, aft, and on bridge simultaneously.

FRENCH LINE—Two rockets forward, one gun and two rockets aft.

The traveler who desires further information about sea and ocean travel, life on shipboard, seasickness and its mysteries and miseries, is referred to chapters IV, V, VII, and XV of "How to Travel," by the author of this volume. For our present purposes, we must consider the Atlantic voyage at an end, as our space is limited and we have the whole of Europe before us. Whether we land in England, in Great Britain, France, Germany, or Holland, we shall be met with the formalities of the custom-house, which, happily, are not severe. There are few things besides tobacco, cigars, and spirits that can be carried from America to Europe with profit; and when the officials are convinced that you have none or but little of the prohibited merchandise they are ready to bow you out of their precincts. You may carry a pound of tobacco or a box containing one hundred cigars without interference, but you must declare and exhibit them, or they

will be liable to confiscation. Tea and coffee are also liable to duty, but they are rarely carried by tourists, and, if so carried, they must be declared. Firearms are liable to seizure, especially in Ireland, and it is well for the traveler to leave his revolvers and rifles at home. Do not attempt to bribe the customs officials, as it is morally wrong to do so, and besides you might hit the wrong man, and get into trouble. In Turkey, Syria, and Egypt you can bribe with impunity, as the custom is universal, but in England and on the continent a different code of morals is in vogue.

CHAPTER II.

IRELAND AND SCOTLAND.

Nine-tenths of the tourists from the Atlantic seaboard to Europe travel by the Liverpool steamships, for the reason that nine-tenths of the steamships ply from that port. A fourth or more of these tourists land at Queenstown, for the purpose of seeing Ireland, and the remaining three-fourths intend to make the tour of the Emerald Isle on their homeward journey, and catch the steamer at Queenstown. Not one-fifth of this number ever do so. Weariness, exhaustion of money, unexpected delays, and other causes combine to prevent their visiting Erin, and they are barely able to reach Liverpool in season to board the ship that is to bear them homeward. If you intend to see Ireland during your tour abroad, do so at the beginning. Land at Queenstown, and do not think of waiting till your return.

The prudent traveler has arranged his journey before leaving America, and decided where he is going and what he wishes to see. If the exigencies of departure have prevented his doing so at home, he should settle the matter before reaching Queenstown, so that he may determine whether to go on shore there or remain with the ship to Liverpool. We will suppose he has included Ireland in the lands he wishes to see, and that the tender which meets the steamer just outside the harbor has deposited him safe at the landing place.

His welcome in the Old World is not an agreeable one,

as he is assailed by beggars more numerous than he has ever seen this gentry before. They implore him for pennies in the most piteous tones, and, if his disposition is at all generous, he will very likely deplete his pockets before he has been five minutes on shore. He is brought face to face with the poverty of Ireland, and, as they cluster about him and refuse to be driven away, he begins to fear that, like the poor of Scripture, they will be always with him. If they give him an opportunity to look about, he will find that Queenstown is nestled under a range of hills on the shores of a magnificent harbor; and, if the weather is fine, the ascent of the heights back of the town is repaid by a most beautiful view.

There are three express trains daily for Cork and Dublin. Two of these trains connect with steamers from Kingstown, near Dublin, to Holyhead, whence trains run direct to London. The English capital may be reached in eighteen hours from Queenstown: fares, first-class, eighty shillings; second-class, fifty-three shillings. Home-ward passengers who wish to stay as long as possible in London may start on the evening of the day their steamer sails from Liverpool, and, by traveling all night and till four P. M. of the next day, catch her before her departure. This can only be done with the mail steamers; those that carry no mails do not wait for the arrival of the London express.

It is about ten miles from Queenstown to Cork. There are three ways of making the journey: you can go by the railway, take seat on left of train, or by steamboat up the river Lea, or by steamboat to Passage, and thence by rail. The steamboats are preferable, as giving the best view, but they run only three or four times daily, while the trains leave almost every hour, and, if pressed for time, you will take one of the railway routes. There is

little of interest in Cork, as it contains no buildings of prominence in the way of architecture. In the tower of the Shandon church are the famous "bells of Shandon," and, by paying a fee to the custodian, you may possibly hear them sound "on the pleasant waters of the river Lea." Seven miles from Cork is Blarney Castle, reached by railway to Blarney station, or by jaunting car over the carriage road, the latter route to be preferred. A jaunting car to the castle and back will cost from four to eight shillings, according to the temper of the driver and the demand for carriages. In making the bargain, be sure and say "there and back," otherwise the driver will insist that the contract was for the single journey only and demand additional pay for the return. The same precaution is necessary all over Ireland, as the Irish driver is up to all the tricks for which his New York cousin is famous.

The ride to Blarney is delightful. The castle, four hundred years old, is sadly in ruin, and the donjon tower is nearly all that remains of it. "There's a stone there that whoe'er kisses, sure he ne'er misses to become eloquent." So says a famous Irish writer, and it has become the duty of every visitor to kiss the Blarney Stone. The real one is built into the wall at a dizzy height from the ground, and to kiss it requires that the osculist shall be lowered by the heels from a window-sill above. On the floor of the tower is another stone said to possess equal merits, and consequently it receives the lip-service of the great majority of tourists. The results are often apparent in the flowery descriptions contained in tourists' letters to friends at home.

From Cork to Dublin is a ride of seven to eight hours. The majority of tourists who have sufficient leisure leave the main line at Mallow and proceed thence to Killarney for a view of the famous lakes. The railway journey is

about six hours, and the station at Killarney is nearly two miles from the lakes. There is another route from Cork by Macroom and Glengariff, partly by rail and partly by stage-coach, that requires two days and is preferable to the all-rail journey if one can spare the time. There is also a coach in summer, by still another route from Cork to Killarney, which makes the trip in a single day. It can be heard of at the Cork hotels. Fare, twenty shillings.

Killarney may be done in a single day, but it is better to take more time if possible. Arrangements can be made at the hotels for the necessary conveyance, which includes carriages, saddle-horses, and a boat. From Killarney to the Gap of Dunloe is a ride of eleven miles, where the carriage must be abandoned for the saddle-horse, to Lord Brandon's cottage, four miles further. Many persons prefer to make the whole fifteen miles on foot, and there is no law restricting them, though they are likely to be severely pestered by beggars. Beggary is the principal industry of the inhabitants of this region. Travellers sometimes endeavor to escape the infliction by saying they have no small change; but, in such cases, the fellow who has been pleading for a sixpence to save him from starvation will very likely offer to accommodate you with change for a sovereign. The principal sights along the road are the ruins of Agadhoe, which date from the twelfth century, and stand on an elevation overlooking Lough Leane. They are about two miles from Killarney, and the view from the front of the ruins is decidedly pretty. Five miles farther is Dunloe Castle and the Cave of Dunloe. The latter is chiefly interesting to antiquarians, as it contains inscriptions which are supposed to have been made by the Druids. Near the entrance to the Gap of Dunloe is the cottage of Kate Kearney, celebrated

in song, and now principally attractive to the wayfarer as a repository of goats' milk and "mountain dew," which is dispensed by a descendant of the whilom enchantress. Drink sparingly of the dew, lest your footsteps become irregular in the passage of the Gap.

The Gap of Dunloe is a wild pass in the mountains, and in some places the river and bridle-path seem to contend for the right of way. At five places the river expands into lakes, and near one of them is the spot where St. Patrick is said to have extirpated the last snake of Ireland. On one side of the pass is Purple Mountain, nearly three thousand feet high. A view from its summit includes a considerable stretch of the surrounding country, together with Kenmare and Bantry bays and the mouth of the Shannon. At Lord Brandon's cottage the boat will be found waiting for the return journey of eleven miles to Killarney. The blarneying boatman will describe the route, and people the mountains and lakes with fairies and goblins without number, and he will give legendary history sufficient to make the Arabian Nights hide their diminished heads. The remaining sights of Killarney are Muckross Abbey and Torc Cascade, the former three miles from the village, and the latter two miles farther. The Abbey is beautifully situated, but is considerably in ruins, though sufficient remains to give a good idea of its original character. It was founded in 1440, and restored in 1602. Torc Cascade is about seventy feet high, and from its top there is an exceedingly pretty view, well repaying the fatigue of climbing there.

From Killarney to Dublin is a ride of seven hours,—forty-one miles to Mallow, and thence one hundred and forty-five miles by the main line. If the tourist wishes to visit Galway and Limerick he will leave the main line at Charleville, the first station beyond Mallow, and take the

branch to the left, which will carry him to Limerick. The lace manufactories are the principal attraction of Limerick; the Thormond and Wellesley bridges, especially the latter, are worthy of inspection. There are three routes from Limerick to Galway, two of them being combinations of steamer, jaunting-car, and rail, and the third all rail. The town is quite picturesque, especially to eyes fresh from America, and an interesting excursion may be made by steamer up Lough Corrib to Cong and thence by jaunting-car to Maam and Clifden. From Galway proceed direct by rail to Dublin, or leave the Dublin route at Mullingar for Londonderry. The quaintness of this town and its historical associations are full of interest, and there are several excursions in the neighborhood that will not be regretted.

From Londonderry go by rail to Port Rush, and then ride nine miles in a jaunting-car to the Giant's Causeway. Returning to Port Rush, take the train for Belfast, passing Ballymoney and Antrim, which are unworthy of a special visit. Belfast has the largest and finest linen manufactories in the world, and there are several public buildings that will repay a visit. Pleasant excursions can be made on Belfast Lough by steamer or along its banks by jaunting-car. Clandeboye, the residence of the Earl of Dufferin, is particularly interesting, and a fine view is presented from the summit of the tower.

From Belfast to Dublin is a ride of one hundred and ten miles by rail, or you may proceed in eight hours, by steamer, to Glasgow, or to Liverpool in ten or twelve hours. Dublin is the largest city of Ireland and its capital. It contains many public buildings of importance, the most noteworthy being the Post-office in Sackville street, Trinity College, Christ Church, the Custom-house, and the Four Courts. Nelson's Monument, in front of the Post-office,

repays the fatigue of its ascent by the excellent view it gives of the city, which stands on both sides of the river Liffey, and can boast of fine bridges and quays. The Castle is in the center of Dublin, and has been so much modernized that the visitor can hardly realize its antiquity. But the vice-regal chapel and the state apartments are worth seeing, and should not be neglected. Phenix Park, which the natives call "The Faynix," contains nearly 1800 acres, and is one of the finest city parks in the world. Take a drive through it, and don't fail to see the Strawberry Beds.

We have done with Ireland and can take the steamer from Dublin in four hours to Holyhead, whence the train carries us to London, Chester, Liverpool, or anywhere else in the country we may wish to go; or we may take the steamer to Liverpool in eight or ten hours, and go from there where we like. If we intend visiting Scotland before England, we can go from Liverpool by rail to Glasgow, or retrace our steps to Belfast and cross the Channel by steamer, as before indicated. Ascending the Clyde we get a glimpse of the shipyards where most of the great steamers navigating the ocean were constructed and where the tourist is pretty certain to see numerous vessels on the stocks. Glasgow is chiefly interesting, in addition to its ship-building, for its manufactures of cotton, paper, and chemicals, and also for its production of beer. The largest chemical establishment in the world, employing more than a thousand men, is in Glasgow; it has a chimney four hundred and fifty feet high, while another concern near by has a chimney fifteen feet taller. The population exceeds half a million, while it was little more than eighty thousand at the beginning of the century. The Cathedral dates from the twelfth century and is a magnificent structure. The windows are of modern

stained glass, except in the crypt and chapter-house, and there are more than eighty of them. The crypt is pronounced one of the finest in the world. Near the Cathedral, and connected with it by the "Bridge of Sighs," is the Necropolis, which contains many fine tombs and monuments, including one to the memory of John Knox. An excellent view of Glasgow can be obtained from the highest point of the cemetery. Make an excursion to Hamilton Palace and Bothwell Castle if you have the time to spare.

From Glasgow to the Highlands there is a steamer every day at 7 A. M., reaching Oban at 5 P. M., or if you are late you can take the train at 7.45 and meet the steamer at Greenock. From Greenock the route is by the Firth of Dunoon, Rothesay, the Kyles of Bute and Tarbert, where the steamer connects with a boat for Islay. The next stop is at Ardrishaig, where the Crinan Canal, nine miles long, is entered; at the other end of the canal we come to Crinan, and thence proceed to Oban. The scenery along the entire route is magnificent, every moment developing something new and interesting. From Oban a trip may be made in a single day around the Island of Mull to Staffa and Iona, and if the weather is favorable the tourist can visit Fingal's Cave. There are numerous side excursions among the Highlands and in their vicinity, and a week may be spent there profitably.

From Oban to Inverness by the Caledonian Canal, connecting the Atlantic with the German Ocean, the distance is sixty miles; one-third of the way the canal is artificial, while the rest of the distance is through lakes and rivers. The depth of water is seventeen feet, so that large steamers are used for the navigation. The best plan is to leave Oban in the evening and spend the night at Banavie, near the southern end of the canal and eight miles from Ben

Nevis, the highest mountain in Scotland. On the canal the first object of interest is Tor Castle (ruined), which was once the stronghold of the Camerons. Then we come to Loch Lochy, ten miles long, and afterwards to Loch Oich, which is the highest lake on the route. The descent from this lake is by a series of locks for a distance of two miles, occupying about an hour and a half; in pleasant weather passengers prefer to walk, as they can do so very leisurely while the steamer is making her way to Loch Ness. The objects of interest are Invergarry Castle (ruined), and the famous Fall of Foyers, which is visited from the pier of Foyers, where the steamer remains a short time. Beyond Foyers we pass the ruins of Urquhart Castle, and afterwards go from Loch Ness to Loch Defour, which is the last of the series of lakes. Emerging from the canal beyond Loch Defour the steamer ends her journey at Muirtown, the port of Inverness, which is about a mile from the landing. There are many delightful excursions in the neighborhood of Inverness, but the town itself contains little of interest.

From Inverness to Edinburgh there are two routes, one via Fife, one hundred and ninety miles, and the other via Stirling, two hundred and thirteen miles. The latter is preferable, and you should take a seat on the right of the carriage if possible. Stirling Castle may be visited on this route or left for a special excursion from Edinburgh. Aberdeen, Dundee, and Perth can be visited if the tourist has the time and inclination to stop there, but they are hardly worth the delay to the mere sight-seer. Aberdeen is very solidly built of granite, and is sometimes called the Granite City; and Dundee has an excellent harbor, with well-built docks and quays.

The excursion to the Caledonian Canal may be combined with one to the Trossachs and Loch Lomond. It

is advisable to take the Trossach excursion first and return to Glasgow from Stirling, instead of proceeding to Edinburgh. Most travelers make it in a single day, leaving Glasgow early in the morning and arriving at Edinburgh a little before ten o'clock at night. The journey is by rail, stage-coach, and steamboat,—first by rail from Glasgow to Balloch, twenty miles, passing Dumbarton, with its fine old castle on a rock five hundred and sixty feet above the river, and from Balloch to Inversnaid by steamer, over Loch Lomond, twenty-one miles, giving a fine view of the famous mountain, Ben Lomond. Then we go by coach five miles to Loch Katrine, and embark on a little steamer, which carries us nearly eight miles, where we again mount a coach for a nine-mile ride to Callendar. This coach-ride carries us through the Trossachs, a wild mountain gorge about a mile long at the end of Loch Katrine. Along the lake and in the mountains adjacent there are many spots which have become celebrated in Scott's "Lady of the Lake" and other works, and the observant traveler is not likely to find the time hanging heavy on his hands. Among the points of note are The Silver Strand, Ellen's Isle, Duncraggan, the Brigg of Turk, and Clan-Alpine's Outmost Guard, where Fitz-James was challenged by Rhoderick Dhu.

From Callendar to Stirling is a run of fifteen miles by rail; and the route is so arranged that a halt of more than three hours allows a visit to the castle and a ramble through the town before starting for Edinburgh, thirty-six miles away. The view from the top of the castle is pronounced by many persons the finest in all England, and certainly there are few landscape scenes that can surpass it. Mountains, lake, valley, river, plain, and city are spread like a map before the spectator. In addition to these attractions, there are the historic associations con-

nected with Stirling Castle and the Field of Bannockburn, which lies almost at our feet.

Whether we come from the Trossachs or the Caledonian Canal, our excursion in Scotland brings us to Edinburgh, which we can hurry through in a single day, but will afterwards regret that we did not devote two or three days to it. It is one of the most picturesque places in the world, and old travelers have declared that they could pick out bits of almost every famous city while going through Edinburgh. It is on a series of hills. The highest of these is in the center of the city and crowned by the Castle. To the east is the old town and Holyrood Palace, and to the north is the greater part of modern Edinburgh. Space forbids a full description, and we can only enumerate, among the objects of interest in and around Edinburgh, Carlton Hill, Arthur's Seat, Salisbury crags, the Botanic gardens, Fine Arts gallery, the Meadows, the University, Royal Exchange, Parliament House, the Cathedral, Nelson's monument, John Knox's house, Canongate Church, Heriot's Hospital, Scott's house, and Greyfriars' Churchyard. Hawthornden House and Rosslyn Chapel can be seen in a short excursion of twenty miles by rail or carriage. The hours for visiting Holyrood Palace, the Castle, and other public buildings and monuments can be ascertained at the hotel.

Leaving Edinburgh in the direction of London, we can stop at Melrose, thirty-seven miles, to see Melrose Abbey, Abbotsford, three miles from Melrose, and Dryburgh Abbey, four miles. From Melrose the railway carries us to Carlisle, where we halt for a visit to the lake district of England, in case we have included it in our tour. This excursion will carry us through Maryport and Workington to Keswick, where we reach the northern end of Derwent Water, which is three miles long by a mile in

width. In the neighborhood are Lodore and Borrowdale; and when we have seen them we go by coach to Patterdale for a visit to Ullswater lake. Then the coach carries us to Ambleside, and thence to Windermere, and when we have done with Windermere and its beautiful lake we proceed by rail via Kendal and Carnforth to Liverpool. If the lake region is omitted and the tourist is in a hurry, he will not stop at Carlisle, but proceed direct from Melrose to London, with a possible halt of an hour or two at York for a view of its celebrated cathedral.

CHAPTER III.

LIVERPOOL TO LONDON. LONDON.

We have reached Liverpool from Ireland, Scotland, or from America direct, and have time to look through the city. A glance at St. George's Hall and one or two other public buildings will suffice. The great objects of interest are the famous docks, which are the finest in the world and extend nearly seven miles along the river, while they have a linear frontage of quays of about twenty miles. The sea-wall that separates them from the river is about forty feet high and eleven feet thick, and there are nearly one hundred pairs of gates, the most of them wide enough to admit the largest ships and steamers. The area of enclosed space is more than five hundred acres. There are similar docks at Birkenhead, on the opposite side of the Mersey, but they are not so large and extensive. A street railway—called tramway in England—runs along the land side of the docks, so that the tourist economically inclined may visit them with very little expense. Take an outside seat.

We have several routes to London, three by the Great Western railway, one by the Midland, and two by the London & Northwestern. The Great Western enables us to see Chester, Shrewsbury, Hereford, and Swindon by one route, Birmingham, Oxford, and Reading by another, and Worcester by a third. Both the last-named routes include Chester and Shrewsbury. By the Northwestern we may make the shortest direct ride in five hours,—two

hundred and six miles—or may pass through Chester, as on the Great Western. If we go by the Midland, we can see Manchester and the peaks of Derbyshire, and if we travel at night we will find an old acquaintance on the road in the shape of the Pullman sleeping-car, which is replaced in the daytime by the Pullman palace or parlor car. Chester is sixteen miles from Liverpool, and is one of the most quaint and interesting cities of England. It was a city in the time of the Romans, and stands on an elevation nearly encircled by the river Dee. The enclosing walls, about two miles long, are well preserved. Portions of them are of Roman origin, and the remainder are said to date from the time of Edward I. The "Rows" cross the city at right angles, and consist of covered sidewalks in the second stories of the buildings, with steps at intervals leading down to the street below. The principal shops of Chester are on the inner sides of these rows, and many of the buildings are of wood and of very great age. The most interesting of them is Stanley House; and there is a curious old tavern called the Edgar Inn, where King Edgar is said to have lodged during his visit to Chester more than nine hundred years ago. The Cathedral and St. John's Church are very old structures, the latter dating from the twelfth century, while the former is very little behind it in antiquity. If the stranger happens at Chester during the time of the races, he can view the sport from the walls of the city, with the river Dee as a background for the picture.

The traveler who comes from Ireland by the most rapid route will reach Chester from Holyhead instead of Liverpool. The points of interest between Holyhead and Chester include Bangor, twenty-five miles from the former place and a favorite resort in summer. It contains a small but old cathedral, which will repay a visit. Two miles farther

is the famous Menai Suspension Bridge, over Menai Straits. It was one of the wonders of the world at the time of its construction (1820), but is now surpassed by many other bridges of later date. The Britannia Tubular Bridge crosses the Menai Straits about a mile from the Suspension Bridge; the floor is one hundred feet above the water, and the bridge has two spans, each four hundred and fifty feet long. Carnarvon is about seven miles from the bridges. Its castle and walls are of the thirteenth century and in a good state of preservation. Near the castle are the remains of a Roman fort and military station; and six miles further on is Conway with its walls and castle, both well preserved.

Leaving Chester by the Royal Oxford route, we first come to Shrewsbury, with its ruined castle and walls, and its manufactures of thread, yarn, and canvas. Parliaments were held here in the thirteenth and fourteenth centuries, and there was a battle at Shrewsbury in 1403 between the royalist troops and the insurgents under Douglas and Hotspur. The next place of importance is Birmingham, with its busy factories, more famous for the quantity and variety of their products than for their good qualities. A mere list of the articles made here would fill several pages of this book. Then we go on to Warwick, a city whose origin is almost lost in antiquity, and whose castle is one of the best preserved and most interesting in England, in spite of its injury by fire a few years ago. Two miles away is Leamington, a fashionable summer resort, and, following the route of the railway, we come to Reading, the scene of important events in the history of England, and a miniature Birmingham in the manufacturing line. While in the neighborhood we will do well to visit Stratford-on-Avon, the birthplace of Shakespeare; it is thirteen miles from Warwick by rail, but only eight miles by the

carriage-road, and the journey over the latter is praised as one of the prettiest in England. If the tourist is in a hurry half a day will suffice for the excursion and the return to Oxford, whence a trip may be made to Kenilworth Castle (five miles), to Coventry (five miles further), and then to Rugby (eleven miles), whence the train can be taken for London.

Much of the architecture of Stratford is of the sixteenth and seventeenth centuries, and the town preserves an appearance of antiquity that would make it interesting even if it lacked the great attraction which has made it famous throughout the world. The house where Shakspeare was born is in Henley street, and is kept as nearly as possible in the same condition as during his lifetime. The house was bought by a public subscription in 1847, and became the property of the nation; since that time it has been carefully restored, and many articles that had been carried away have been brought back and returned to their original places. The room where he was born, as well as other rooms of the house, are virtually in the same condition as they were three hundred years ago, and from present indications they will long remain so. The church where his remains and those of his wife are buried is on the banks of the Avon, and is reached through a beautifully shaded avenue. The exact date of the building of the church is not known; the spire was erected in 1764 to replace the old one, which was in a dangerous condition, and the whole edifice was completely renovated in 1840. None of the restorations have extended to the poet's grave, which has been protected by the inscription on the flagstone above it, and similar respect has been shown to the remains of his wife and children. Tradition says that Shakspeare was educated in the grammar-school in the upper part of the old Guildhall, and here it still

remains; the present Town Hall, which contains a statue of the poet, was founded in 1769, on the occasion of a Shakspeare celebration, directed in person by David Garrick. Other places connected with the life of Shakspeare are carefully guarded; if the visitor has time he will not fail to traverse the pretty footpath to Shottery, where Shakspeare went to woo Anne Hathaway, and to inspect the cottage where that maiden lived. The building seems to have undergone very little change in the three centuries and more of its existence, but there are whispers that the cottage pointed out as the home of Anne was erected long after her death.

Returning to Warwick, and proceeding to Kenilworth, we have a view of a castle which has been and still is famous in English history. Only a single tower of the original structure now exists, but there is an abundance of subsequent additions. Part of the great hall of John of Gaunt, with its windows and fireplaces, still remains, a memorial of the gift of Edward III to a faithful follower. Some of the walls are fifteen feet thick, and the first effect on the beholder is an impression of the massive solidity of the structure. The place is full of historic associations; Edward II was a prisoner in Kenilworth Castle, and Queen Elizabeth is said to have visited it three times while it was occupied by her favorite, the Earl of Leicester. Her last visit is described by Scott in his novel of "Kenilworth." It was dismantled by Cromwell, and many of the articles of furniture once belonging to it have found their way into museums and private collections of antiquities. Coventry, near Kenilworth, is noticeable for its contrasts between the ancient narrow and ill-paved streets and the broad and handsome modern ones. Its name is a corruption of *Conventre*, or "Convent Town," which it derived from being the seat of a monastery in 1044; a great part

of its fame is due to the heroism of Lady Godiva, which Tennyson has described in a poem to which the curious are referred.

Rugby is chiefly famous for its school, founded in 1567 by a London tradesman who was a native of the town. It is the scene of the labors of Dr. Arnold, and has become known to the reading world by the story of "Tom Brown's School days at Rugby." The town is an important railway center, and the "Mugby Junction" of Dickens.

From Warwick we can go by rail direct to Oxford, on the road to London, where a few hours may be well employed and a longer visit will not be regretted. Oxford is the seat of one of the most important schools of learning in the British Isles, and the majority of its students can clearly prove that it is entitled to the first place. The University was virtually founded about the middle of the twelfth century, though history and tradition are somewhat obscure in fixing the exact date. It is certain that the schools were of considerable importance before they were mentioned in any royal edict. At present the University comprises twenty colleges and five "halls," and the number of students of various classes and grades often exceeds ten thousand. The oldest of the colleges is said to represent a school founded by King Alfred in 872, and it celebrated its millennial in 1872. The most extensive is Christ Church College, both in the magnificence of its buildings and the number of its students; the famous bell, "Great Tom of Oxford," weighs seventeen thousand pounds, and is in the tower over the gateway of this college. The Bodleian Library contains over three hundred thousand printed volumes, together with many thousands of manuscripts.

But we are anxious to reach London, and as there is no place of importance between Oxford and the capital we

will make the fifty-four miles on the train without a halt. The traveler is pretty certain to have selected his hotel or other place of residence during his stay. The neighborhood of Charing Cross and Trafalgar Square is preferred by many persons, on account of its central position and the facility it affords for branching out in all directions through London and its suburbs. Hotels are of all grades and almost without number. The cost of living at a hotel may be as low as six shillings, or it may be ten times that figure, according to the character of the house and its scale of charges, together with the patron's tastes. For a stay of a week it is best to live at a hotel; but for a longer period the tourist whose purse has a bottom is recommended to a lodging-house or furnished apartment, where he may have a room with breakfast for two or three shillings and upwards, and take the rest of his meals at restaurants, wherever he happens to find himself when the hours for eating arrive. Rooms with full board may be had for thirty or forty shillings a week; but they do not allow the same freedom of movement as the hotel or furnished apartment.*

The conveyances in London are cabs, omnibuses, tramways, and steam railways, the latter including both the underground and daylight routes. Familiarity with the steam railways is only acquired by considerable study, and the stranger who intends patronizing them, especially the underground routes, should provide himself with a clue-map and pocket-guide containing the desired information. The lines are mostly in tunnels under the houses

*The limits of this book will not permit anything like a full list of hotels, theaters, public buildings, and other matters of interest to the stranger in London. He is earnestly advised to purchase Baedeker's "Guide to London," which is the best and most complete hand-book for the great metropolis that has come under the author's observation.

and streets or through open cuttings enclosed in high walls. They form an almost complete belt around the densest part of London and have many branches to the suburbs. The trains run at intervals of about five minutes in the busy part of the day, and of ten or fifteen minutes at other times. The stoppages are very brief, and passengers must move promptly in entering or leaving the trains. The fares are low, even for the first-class, and the service is very prompt. The carriages are lighted with gas and constructed on the compartment plan, which facilitates their being loaded and unloaded with great rapidity. Owing to the underground character of the route the scenery is monotonous, and a ride over the line for pleasure only is apt to be disappointing. The surface lines are more available for reaching the suburbs than for traveling in the limits of London. There is a train each way between Charing Cross and Cannon street every ten minutes, and there are trains every twenty minutes from Victoria station to several important stations in the metropolitan district. Guide-books and time-tables of the "high-level" lines are abundant and cheap.

A favorite mode of seeing London is from the top of an omnibus. Get a seat by the driver if possible, and open the mouth of that worthy with a cigar or a sixpence. He is generally communicative, and proves an excellent guide. If you are lodged near Charing Cross, take your first ride along The Strand and Fleet street to "the city," as the old part of London is called; and when you have done with the Bank and the Exchange mount an omnibus that will take you to Oxford street or to Picadilly. Have an omnibus map of the city, with a list of the lines, and you may devote a day to this kind of sight-seeing without repeating your journeys and at very little expense. Be sure and have plenty of small change in your pockets, so

as to avoid mistakes when paying fares in a hurry. It is the custom on most London omnibus routes to pay on leaving the vehicle, and not on entering. If the rule is otherwise, you will see a placard asking you to "pay on entering"; and in default of such placard the conductor will enlighten you. The double row of seats on the top of the omnibus is technically known as "the knife-board." The upholstery there is of pine or other wood, and altogether the vehicle is not luxurious. There are more than one hundred lines of omnibuses, and they run to all parts of London and its suburbs. They are mainly the property of the London General Omnibus Company (Limited), and are the outgrowth of a system that had its beginning in 1829.

Cabs are abundant, there being more than ten thousand of them. The most noticeable is the hansom, named for its inventor, which has seats for two persons, and can be completely inclosed against the rain. The driver is on the rear of the vehicle, at the top, and you communicate with him through a trap-door over your head. The other cab is the "four-wheeler," called also a "growler." It has seats for four inside, and a fifth may be accommodated by the side of the driver. The hansom carries only light baggage, and moves more rapidly than the growler. If you are two, or less, with little baggage, you take the former, but otherwise you patronize the latter. Unless time is specified at starting, your cab-hire will be by distance,—a shilling for any distance under two miles, and sixpence for each additional mile, with twopence extra for every large article carried outside, small baggage being free. Sixpence is charged extra for each person above two, and no driver is required to go more than six miles from the starting point. For every mile or fraction of a mile beyond the four-mile radius from Charing Cross

one shilling is charged. By time, the rate is two shillings and sixpence an hour for a hansom, and two shillings for a growler, and the same for every hour additional, by fractions of a quarter of an hour. It is well to make a bargain before starting, whether you know the fare or not, as the drivers often profess ignorance at the end of a route, and wind up with extortionate charges. And remember that the London driver never has any change in his pocket, and unless you can pay him the exact amount due, you are pretty certain to be cheated. A map, in which London and the suburbs are laid out in half-mile squares, may be bought for a penny or two, and will be found of great use in determining cab fares. In case of serious dispute, call the nearest policeman, or tell the driver to take you to a police station. Every driver has an authorized book of distances, and is required to produce it on demand.

The London Steamboat Company has numerous boats on the river, with forty landing places on the north bank and twenty on the south. A guide and time-table is issued every month, and sold for a penny. On most of the routes the boats run every ten minutes each way, but the longer ones are only served half-hourly. The fares are from a penny upwards, according to the distance and the place on deck, but they are generally doubled on Sundays and holidays. The boats afford an excellent opportunity for viewing the sights of the river in good weather, and should be preferred to the railway for visiting Gravesend, Greenwich, Sheerness, and other famous places.

Having learned how to get about in London, we will next consider the sights of the British metropolis. These are almost without number, and vary according to the taste, time, and means of the traveler. Some Americans

consider London embraced in the Tower and the wax works of Madame Tussaud, while others think it includes only the British Museum, the National Gallery, and Westminster Abbey. We have only sufficient space to enumerate the principal or "stock" sights, and refer the reader, for fuller details, to the local guide-books. London may be "done" hurriedly and very superficially in four or five days; but it deserves at least a week even for a tourist whose time is limited to a three-months' absence from America. A fortnight may be profitably spent in the great city, and the stranger who sojourns there a month will find something new for every day and almost every hour of his stay. Fine weather should be utilized for out-door excursions and visits to parks, docks, and the like, while rainy weather, of which there is an abundance, may be reserved for museums, churches, picture galleries, and other in-door sights. Nearly everything is closed on Sundays, and the churches are inaccessible on week days during the hours of service unless the visitor joins in the worship. The hours for visiting public buildings are changed occasionally, and the stranger will do well to consult one of the London papers every morning to ascertain where and when he will find open doors. A good general plan is to visit churches and other public buildings in the forenoon, parks, gardens, and the like in the afternoon, and theaters and other night shows in the evening. The Bank, Post Office, Exchange, and other curiosities of "the city" are best seen in the middle hours of the day.

The following list includes the principal sights which every traveler will wish to record in his note-book. Understand that the word "daily" does not include Sundays.

British Museum, daily, from 9 A. M. till 4, 5, or 6 o'clock,

according to the season. Opens at noon on Saturdays, and during summer remains open till 7 or 8 p. m., Mondays and Saturdays. Museum is closed on first seven days of February, May, and October for rearrangement of exhibits, and is closed on Good Friday, Christmas, and Ash Wednesday.

Westminster Abbey, daily, 9 A. M. till sunset.

Tower of London, 10 A. M. till 4 P. M. Mondays and Saturdays, free, and consequently crowded. Other days, one shilling.

St. Paul's Cathedral, daily, 8 to 6. Principal part of the Cathedral is free, but the Whispering, Stone, and Golden Galleries, together with the Library, bell, clock, and staircase, are not open to the public, and require a fee of sixpence. The crypt, containing the tomb of Wellington and other heroes, demands a similar fee, and the ball can be entered for one shilling sixpence. Unless the weather is fine it is not worth the trouble to climb to the Golden Gallery.

Houses of Parliament, Saturdays. Tickets free on application at the Lord Chamberlain's office in the building. If Parliament is in session, a stranger may be admitted to the gallery of either House on a member's "order." These orders may be bought of the attendants in and around the building for two or three shillings.

Crystal Palace, Sydenham, daily, 10 A. M. till night. Usual admission, one shilling. Saturdays, often double, and also on special days.

National Gallery, daily, 10 till 6. Thursdays and Fridays, sixpence; other days free. Do not confound the National Gallery with the National Portrait Gallery in South Kensington Museum. The latter is open daily, except Friday, from 10 till 4.

South Kensington Museum, daily, 10 till 6. Mondays,

Tuesdays, and Saturdays, open till 10 P. M. and free; other days, sixpence.

Zoological Gardens, popularly called "the Zoo," daily, admission one shilling. On Sundays, members only admitted or strangers on members' orders.

Alexandra Palace, Muswell Hill, daily, from 10 A. M.

Hampton Court Gallery, daily, 10 till 6, except Fridays.

Madame Tussaud's waxworks, daily, 8 A. M. till 10 P. M. and sometimes later. Evening is the best time for seeing the show.

The most interesting churches are St. Paul's and Westminster Abbey. The oldest church in London is St. Bartholomew's, in West Smithfield, founded about the year 1100. The scene of the burning of the Smithfield martyrs was opposite St. Bartholomew's gate.

St. Saviour's Church, in Southwark, is worth a visit as a fine specimen of early English architecture, though comparatively little of the original work remains. Edmund Shakspeare, youngest brother of the poet, is buried here, and also Fletcher, well known in literature as the associate of Beaumont.

The Temple Church, sometimes called St. Mary's, is within the bounds of the "Inner Temple," not far from Temple Bar. There are two sections of the Church, the "Round Church" and the "Choir"; the former dates from 1185 and the latter from 1240. The buildings suffered so much during the English wars and by the tooth of time that they were restored in 1840 at an expense of seventy thousand pounds. On a plain slab outside the visitor may read, "Here lies Oliver Goldsmith." An inspection of the church may be combined with a visit to the Temple buildings and gardens. The Temple was originally a lodge of the Knights Templar, and became government property when that order was dissolved in 1313. It afterwards fell

into the possession of the Knights of St. John, who leased it to the students of law, and it has been a school of law ever since that time. The church is open daily from 10 till 12 and from 1 till 4. The Temple gardens were the scene of the plucking of the red rose by Somerset and the white by Plantagenet, described by Shakspeare in *Henry VI.*

St. Giles Church, Cripplegate, dates from 1545. Oliver Cromwell was married in this church, and John Milton lies buried here.

Bow Church, in Cheapside, contains the famous "Bow bells," and is considered one of the best edifices of Sir Christopher Wren.

There are about eight hundred edifices of the Church of England in London and the immediate vicinity, and six hundred Non-conformist churches. Of the latter, two hundred and fifty are Independent, one hundred and sixty Wesleyan or Methodist, one hundred and thirty Baptist, and fifty Roman Catholic. The visitor who desires to attend divine service on Sunday will have no difficulty in finding a church adapted to his views. Spurgeon's Tabernacle is on the south bank of the Thames, not far from the Elephant and Castle Tavern. The building will accommodate an audience of five thousand persons, and is generally crowded.

The business portion of the Bank of England is open to strangers in the usual banking hours. The interior can only be visited on the order of a director or other official, and these orders are not easily obtained. Perhaps your banker, if you have a good introduction, may facilitate your visit to "the Old Lady of Threadneedle Street."

The Stock Exchange, Royal Exchange, Post-office, Fire Monument, Newgate Prison, London Bridge, Guildhall, Mansion House, and other famous or interesting struc-

tures, in addition to those already mentioned, may all be embraced in a tour through "the city."

The stranger should not fail to visit the Thames Embankment, which extends from Blackfriars' Bridge to Westminster. The carriage-way is sixty-four feet wide, and there are broad sidewalks on each side, that nearest the water being twenty feet across. Near Charing Cross are the Embankment Gardens, adorned with statues and beautifully laid out; the obelisk known as Cleopatra's Needle is near the Adelphi Steps, and there are other ornaments at different points.

London is well provided with parks and pleasure-grounds, which are thronged with visitors on fine days. Hyde Park, Green Park, and St. James' Park are closely connected, so that a single stroll may be taken through them all without difficulty. The visit should be so timed as to include Hyde Park about six o'clock in the afternoon, when the fashion of London takes its airing in carriages. Hansoms and growlers are not admitted to Hyde Park, and the stranger who wishes to ride with the swells must order a conveyance from a stable. Kensington Gardens, near Hyde Park, admit no carriages whatever, and must be visited on foot. Military bands play there occasionally in summer evenings. Regent's Park contains the "Zoo" and also the Botanical Gardens; admission to the latter is by an order from a member of the Botanical Society or a judiciously-applied bribe to the gate-keeper. Victoria Park is in the northeastern part of London and quite modern in character. One of its curiosities is the drinking-fountain presented by Miss Burdett Coutts. The other most noteworthy pleasure grounds are Finsbury Park, Battersea Park, Kensington Park, and Southwark Park, but they may all be omitted from the programme of visits if the tourist is in a hurry.

CHAPTER IV.

ENVIRONS OF LONDON.—CATHEDRAL CITIES. —LONDON TO PARIS.

There are many points of interest in the neighborhood of London, and the stranger will never be at a loss for an excursion if the weather is favorable. Some of the suburban trips may be made in a few hours, while others will consume the entire day.

A very interesting excursion is from London Bridge by steamboat down the river to Gravesend, a run of three hours or less, returning by the North Kent Railway or by the London, Chatham & Dover line. If Chatham, Cobham Hall, and Rochester are included, an entire day will be consumed. Descending the river we pass the Monument, Billingsgate, Custom-House, Tower, St. Katherine's Docks, London Docks, Wapping, Surrey Docks, Deptford, Greenwich Docks and Hospital, Isle of Dogs (where the Great Eastern was built), Victoria Docks, and Woolwich. Below Woolwich the banks of the Thames are less interesting on account of their flatness and the disappearance of the great warehouses and other buildings, but there is quite enough to hold the attention of the stranger. We see the magazines of Purfleet, where sixty thousand barrels of powder have been stored at one time, and soon after we stop at Greenhithe, with its training-ships and frequently with a fleet of yachts and pleasure-boats anchored near the shore. Passing Northfleet and Tilbury Fort, we are soon at Gravesend, a town of twenty-five

thousand inhabitants and an important place of resort for London pleasure seekers.

There is an abundance of restaurants, music pavilions, archery grounds, dancing platforms, and other entertainments such as the Londoner is inclined to patronize. From Gravesend to Rochester and Chatham is a ride or walk of seven miles; the two places form practically a single town, as they are on opposite sides of the Medway and connected by bridges. The Castle and Cathedral are the principal attractions of Rochester, the former dating from 1126 and the latter from 1077 and restored in 1840. The Naval and Military Station is the principal attraction of Chatham; the dock-yards are of vast extent, employing three thousand workmen; foreigners cannot obtain admission except through their ambassador. A fine view may be obtained of their exterior by means of a row-boat on the river from the bridge to Upnor Castle, about three miles.

Another river excursion is to Greenwich and Woolwich, the latter famous for its Arsenal and the former for its Hospital and Observatory, and (not the least in the thoughts of the epicure) its dinners of whitebait. Woolwich Arsenal may be seen on Tuesdays and Thursdays, between 10 and 12 and from 2 till 4. Foreigners must obtain tickets through their Legations. The Arsenal is nine miles from London; it employs ten thousand men and covers an area of one hundred acres. Near by are the Royal Marine Barracks and the Royal Artillery Barracks, both quite extensive, and the Royal Military Academy is not far away.

Greenwich is three miles nearer London than Woolwich, and may be reached every twenty minutes by trains from Charing Cross or by steamboat every half hour. The Hospital is on the site of a royal palace of the fifteenth

century; it has about four hundred inmates, and gives outdoor pensions to about three thousand sailors. Greenwich Park covers one hundred and seventy acres, and contains the famous Observatory which gives the hour of the day to all England and the base of nautical calculations for the whole world. The stranger will not fail to set his watch by "the hour of Greenwich." Whitebait should be eaten at The Ship Tavern or else at the Trafalgar Hotel; it is a small fish about an inch long and justly esteemed a great delicacy. If the stranger can secure an invitation to one of the ministerial banquets at Greenwich, at the close of the annual session of Parliament, he would be injudicious to decline it. Such a dinner surpasses Sam Weller's "veal pie" in its "filling" capacities.

Lovers of the fine arts will not forget Dulwich and its collection of works by the old masters. Trains in twenty to twenty-five minutes from Ludgate Hill or Victoria Station; the scenery around Dulwich is pretty and the ride and walk will not be regretted. The gallery contains paintings by Velasquez, Murillo, N. Poussin, Watteau, Cupp, Wouvermann, Rembrandt, Rubens, Van Dyck, Teniers the elder, and Teniers the younger. There are also pictures by Gainsborough, Van Ostade, Gerard Dow, Salvator Rosa, Andrea del Sarto, Paul Veronese, Guido Reni, and many other famous artists. An entire day will scarcely suffice for the tour of the gallery.

Hampton Court, Kew, and Richmond may be visited in a single excursion, and those who do not go to church on Sunday are reminded that the palace and gallery at Hampton are open on the first day of the week, from 2 till 6 P. M., and the gardens can be seen from morning till sunset. If the tide permits we can go by steamboat in two hours; otherwise by rail. Perhaps the best plan is to go by rail to Hampton Court from Waterloo Station,

walk through the court and gardens and Bushy Park to Teddington Station, then go by train to Richmond, and from there to Kew by omnibus. Visit the famous Botanic Gardens at Kew, and return to London by steamboat, omnibus, or railway. If we return by river we shall pass Mortlake, Chiswick, Hammersmith, Putney, Fulham, Wandsworth, and Chelsea, and if we go by water from Kew to Hampton Court we have a glimpse of Isleworth, Richmond, Twickenham, and Kingston. Many pretty villas adorn the banks on both sides of the stream, which is here so small that we can hardly realize the importance of the Thames as the center of the commerce of the world.

A pleasant excursion may be made to Windsor by Great Western Railway from Paddington Station, or by South-western Railway from Waterloo Station. The distance is twenty-one miles by the former, and twenty-five by the latter route. The station is about half a mile from the Castle, which is partially open to the public at all times. Visitors are admitted to the Eastern Terrace on Saturdays and Sundays, when the Queen is absent, and to the State apartments on Mondays, Tuesdays, Thursdays, and Fridays, from 11 till 4, also when Her Majesty is away. Tickets at any bookseller's shop in Windsor. The private apartments are not shown. The Castle is one of the largest and finest royal residences in the world; it was founded by William the Conqueror, but nothing remains at present of the original structure. Extensive restorations were begun by George IV, and completed during the reign of Victoria at a cost of nearly a million pounds sterling. The Castle is in two wards or sections, with courts in the center of each; between them is the Round Tower, which was formerly a prison, and is surrounded by a deep ditch. From the summit there is a magnificent

view of the country around Windsor, and it is said that twelve counties can be seen in a clear day. There is a bell in the tower which was brought from Sebastopol at the close of the Crimean war. Albert Chapel and St. George's Chapel are fine specimens of church architecture, and contain tombs of several members of the present and past royal families. The Home Park, about four miles in circumference, is to the north and east of Windsor; the Great Park, embracing eighteen hundred acres, is to the south of Windsor, and contains the Long Walk, a promenade of nearly three miles in a straight line from George IV's gateway to Snow Hill. From the end of the Long Walk is a road to Virginia Water, an artificial lake, with many pretty views in its vicinity.

Eton, with its famous college, is about half a mile from Windsor. The college has about a thousand students, a few living in the buildings, but the great majority with the masters or in boarding-houses under the control of the establishment. The school was founded in 1440 by Henry VI.

Epping Forest may be reached in one hour by the Great Eastern Railway to Loughton Station, whence there is a pleasant walk of five miles through the forest to Waltham Abbey. From the Abbey go by rail to Rye House, which has extensive pleasure-grounds, and is historically interesting as the scene of the famous "Rye House Plot" in 1683, for the assassination of Charles II.

Pleasant excursions may be made by stage-coach to Brighton, Bromley, Dorking, Seven Oaks, St. Albans, Windsor, and other places, during the summer months. Most of the coaches start from the White Horse Cellar in Picadilly about ten A. M., and it is necessary to secure seats in advance on most of the lines. Most of the vehicles are driven by the gentlemen who own them, and the

service is excellent throughout. A ride on one of these coaches is to be recommended in fine weather only, and a seat on the box is preferable to any other. The system is, as nearly as possible, a revival of the old coaching business of England before the days of the railway, and includes the invariable shilling to the driver, even though he be of noble blood.

For the benefit of those who have plenty of time to devote to England, we will briefly sketch some of the points not included in our sight-seeing thus far. Returning to the frontier of Scotland, we will take the train from Melrose Abbey for Newcastle-on-Tyne, a very old town which contained several monasteries and derives its name from the new castle erected soon after the Norman Conquest. Its commerce at the present day overshadows its ancient renown, and the stranger will realize the absurdity of "carrying coals to Newcastle," when he sees the extent of the coal trade of this important port. The town contains numerous factories, and, when the air is damp, it is filled with particles of soot from the furnaces and the sky is darkened by great clouds of smoke. Portions of the castle are preserved, and there are many modern buildings of imposing architecture. Don't fail to look at the railway bridge, which is considered one of the masterpieces of George Stephenson.

Fourteen miles from Newcastle, on the road to London, we come to Durham, famous for its castle and cathedral, standing side by side on the summit of a hill. The former dates from 1072, and the latter from twenty years later. The castle has been converted into a university, and thus made of practical use, and the cathedral has been well preserved against the ravages of time. It is one of the finest church edifices in England, and deserves a careful and leisurely visit. The situation is admirable,

and there are a dozen points at least in and around Durham from which the church presents an imposing appearance.

With the picture of Durham Cathedral photographed on our memory we proceed to York, which has a history dating from the Roman invasion. Hadrian and other rulers lived for a time at York, and there is a belief among many historians that it was the birthplace of Constantine the Great. The ancient walls are in a good state of preservation, and parts of them are said to date from the time of the Romans. York Minster, or Cathedral, is a magnificent structure, being five hundred and forty-two feet long and two hundred and fifty feet wide across the transepts, and its central tower is two hundred and thirteen feet high. A church was founded here by the Saxons in the sixth century, but was removed a hundred years later to make way for a larger one, which was burned in 741. Then another church rose, which followed its predecessor's fate in the eleventh century, and was succeeded by another about A. D. 1100. Since that time there have been many alterations and "restorations," so that very little remains of the original structure. The Cathedral in its present form is the work of several centuries, and the student of architecture can easily make out the constructions of different periods. The windows of stained glass are among the finest in England. One that was made in the fourteenth century has been pronounced the best in the world, and it certainly has few if any superiors. York Castle was built in 1068, but there is only a single tower remaining from that date. The building is now used as a prison. The antiquarian will find in the Gardens of the Philosophical Society an interesting study. He will see remains from the Roman, Saxon, and Norman periods and may compare them with early English archi-

ture in St. Mary's Abbey, whose ruins are close to the walls.

Turning from antiquity to manufacturing interests, we will go to Leeds, Bradford, Saltaire, and Sheffield, which may be embraced in a single tour, with York as a starting point, or a journey may be made there from London. Leeds is thirty-two miles from York, Bradford is ten miles from Leeds, and Saltaire four miles from Bradford. Leeds has important industries in woolen manufactures, flax-spinning and weaving, worsted and silk manufacture, and also in productions of leather, glass, and other goods. More than fifty thousand persons are employed in these industries, and the streets and public buildings indicate the prosperity of the place. Tuesdays and Saturdays are the market days. The stranger should not fail to see the cloth halls on market days if possible, and if he can secure the privilege of going through one of the large factories he will have something to remember. Bradford is much like Leeds in a general way, its particular industry being the manufacture of worsted goods. St. Peter's church is old and interesting. Saltaire is interesting from having been built by one man, the late Titus Salt. It is a model town, with a church, schools, public library, reading-room, gymnasium, play-grounds, etc., and there is a single factory covering twelve acres of ground and employing three thousand persons.

Sheffield is thirty-three miles from Leeds, and is well known for its manufacture of cutlery. It was declared a market town in the thirteenth century, and became noted for its cutlery work more than three centuries ago. Its present population is about three hundred thousand, and its manufactures include all sorts of plated goods, brass, copper, and other things, in addition to cutlery and edge tools. The process of silver-plating and the substance

known as Britannia metal were invented at Sheffield. Newstead Abbey, where the Byron family once lived, is about twenty-five miles from Sheffield. The tourist may pass through Nottingham on his way there, and have a glimpse of the lace manufacture. Afterwards he may proceed to Lincoln, where extensive Roman remains may be seen and also the cathedral, one of the finest existing examples of early English architecture. An hour's ride by rail will carry him to Boston, which was originally Botolph's town, from being the site of the monastery of St. Botolph, destroyed more than one thousand years ago. St. Botolph's church was built in 1309, and has a tower three hundred feet high.

If we thirst for more cathedrals we may visit Peterborough and Ely, where the sacred edifices rank among the best of their class, and are so extensive that any description we could make in our limited space would be unworthy of the subject. Other cathedral cities and towns of note are Canterbury, Lichfield, Salisbury, Norwich, Winchester, Exeter, Manchester, and Bristol. Perhaps the most important of these is Canterbury, sixty miles from London, on the road to Dover by the London, Chatham, & Dover railway. The town also contains St. Martin's church, which is said to be the oldest church in England. It dates from the second century, and parts of its walls are of Roman bricks.

From London to the continent there are several routes. Travelers destined for Paris will go by Dover and Calais, or by Boulogne and Folkestone in ten to eleven hours, the passage across the Channel being twenty-one miles by the first route and twenty-eight by the second. The fares by Dover and Calais are sixty shillings first-class and forty-five shillings second-class, by Boulogne and Folkestone fifty-six shillings and forty-two shillings. A cheaper route

is by New Haven and Dieppe, thirty-three shillings and twenty-four shillings, but the sea passage of sixty-four miles requires about five and one-half hours, and the whole journey fourteen hours. By the Dieppe route one may visit Brighton, famous as a watering-place and possessing the finest aquarium in the world, and he can also break the journey at Rouen, one of the most interesting cities of Normandy. Tickets good for seven days. Another route Mondays, Wednesdays, and Fridays is by Southampton and Havre, thirty-three shillings and twenty-four shillings, with tickets good four days; sea passage nine hours, and entire journey sixteen to twenty hours.

Other routes to the continent are by Dover and Ostend, five hours, sea; Queenborough to Flushing, Holland, five hours, sea; Harwich to Rotterdam, thirteen hours, sea and river; London to Antwerp, sixteen hours, sea and river; and London to Hamburg or Bremen in thirty-five to forty hours, by water. There are steamers for most of the ports of Germany, Holland, Belgium, and Norway, and also for the Russian ports of the Baltic. For time-tables, fares, etc., consult Bradshaw's Continental Railway and Steamship Guide, issued monthly, and containing a vast amount of information indispensable to the traveler. Get the edition for three shillings and sixpence, rather than the cheaper one at two shillings, as the additional matter more than compensates the difference in price. In France, get Chaix's "Indicateur des chemins de Fer," in Germany Henschel's "Telegraph," and in Switzerland the "Cursbuch" or "Telegraph," either of which is reliable. Spain, Italy, and Russia have railway guides of their own; but if only a condensed time-table is wanted Bradshaw will be sufficient.

Going from London to Paris by the route first named, the traveler may stop a few hours at Dover, which lies in

a deep valley enclosed between cliffs of chalk. Formerly the harbor was of no great consequence, but it has been much improved by the government, and has a large business. The castle is more than a mile from the town, and has an enclosure of nearly forty acres. It was founded by the Romans, but the principal parts of the walls are from the Saxon and Norman periods, together with a goodly portion of more modern character. Inside the castle is a Roman watch-tower, which is considered one of the oldest pieces of masonry in England. There is little of interest in the town itself.

In Calais there is nothing to detain the traveler beyond the formalities of the custom house. The railway carries him to Boulogne, which he also reaches by the second route on our list. One of the first objects to catch the eye is the monument erected on the heights to commemorate Napoleon's projected invasion of England. Boulogne contains a modern cathedral, a statue or two, a museum, and an old chateau dating from the thirteenth century. The most interesting scene for the stranger is the fish-market, which is held every morning on the quay. The fishermen and their wives comprise a tenth of the population of Boulogne, and adhere rigidly to the costumes worn by their ancestors through many generations.

About half way from Boulogne to Paris we come to Amiens, which was formerly the capital of Picardy and is an important manufacturing town, its products being principally textile fabrics. The only object of interest is the cathedral, which dates from the thirteenth century, and is one of the most imposing of the Gothic churches of Europe. It is nearly five hundred feet long, and its central spire is three hundred and ninety-two feet high. The facade and interior are richly adorned with sculpture, and there is a fine rose window thirty-eight feet in diameter.

If we go from London to Paris by way of Southampton and Havre, it would be well to take an early train from London, so as to have a few hours before embarking on the steamer. Southampton is a busy port, with lines of steamships to many parts of the world, and is the point of departure for the Isle of Wight, which is famous as a pleasure resort of the English and contains many beautiful residences. For two hours after leaving Southampton the steamer is under the shelter of this island, and then pushes out into the channel. The departure from Southampton is always at night, and when the traveler rises in the morning he is in front of the lighthouses and cliffs of St. Adresse, while beyond them are the masts and chimneys that indicate the port of Havre. Havre is worth a day's visit, though it rarely gets it; and the traveler who can spare the time and intends to see Rouen on his way to the capital will do well to remain at Havre through the day, to see the docks and the busy streets and take a drive to St. Adresse and Ingouville. Take the train at five P. M. for Rouen (two hours), sleep in the ancient capital of Normandy, devote the forenoon to its sights, and then go by an afternoon train to Paris. Rouen has important manufactures, principally of cotton, and it has been styled the Manchester of France. The principal buildings are the cathedral, a grand old edifice of the thirteenth century, which receives warm praise from lovers of Gothic architecture, the churches of St. Maclou and St. Ouen (the latter often pronounced superior to the cathedral), the Hotel de Ville, the Palais de Justice, and the monument in the *Place de la Pucelle*, where Joan of Arc was burned at the stake in 1431. The monument is of no consequence except to mark the spot where the heroine suffered martyrdom. An important industry of Rouen is the conversion of Spanish white

wines of the lowest grades into Bordeaux wine by the addition of logwood and other coloring matter. Of late years Rouen has developed considerable shipping interests with the United States, and many vessels go there with cargoes of grain. Those who have plenty of time may make the voyage by river between Havre and Rouen. Steamboats run daily each way, and the scenery is picturesque.

Dieppe has but little commerce, and its chief reliance is on fishing and on the throng of fashionable visitors in summer. The beach consists of stones of various sizes, so that a barefoot promenade is out of the question. There is a casino with music in the visiting period, and the bathing establishment is extensive and well arranged. On a cliff near the town is the castle, built in 1433, and a visit there may be combined with a pleasant drive to the ruined castle of Arques, four miles distant, which was the scene of the victory of Henry IV in 1589.

CHAPTER V.

PARIS AND ITS ENVIRONS.

We are in the gay capital of France and the center of the world of fashion. Our remarks as to the time necessary for seeing London will apply to Paris, as the city is of great extent and antiquity and contains a vast number of objects of interest. A day in Paris is better than no day there at all, a week will allow the traveler to make a superficial view of the city, a month may be spent there profitably, and three or four months need not be wasted. Every tourist will suit his own taste in selecting the objects of the greatest interest. Our limited space will not permit anything like a detailed description, and we advise the early purchase of Baedeker's Guide to Paris, and its careful perusal. Galignani and Murray have excellent guides, and there is also a good one published by Hachette & Company, but for all practical purposes Baedeker is the best.

Expenses in Paris may be almost anything you choose to make them. You can get much for a franc or very little for a napoleon. Hotels are of all grades, from dearest to cheapest; and if you cannot afford a hotel you may take lodgings at a very small outlay. But the cheapest quarters can hardly be found or endured by one who is ignorant of the language; and the American stranger must make up his mind to pay from two francs a day upwards for his lodgings and four or five francs for his food. There are many cheap hotels and *pensions* (board-

ing-houses), where rooms and board may be had from five francs a day upwards; the cheapest mode of living in Paris is *en pension*, but it is inconvenient for a traveler, as the hour of dinner often finds him a long way from home, and he must either lose valuable time in returning, buy his meal at a restaurant, or go dinnerless and hungry. The best plan for a tourist with a thinly-lined purse is to take a cheap room at a cheap hotel, and pick up his meals wherever he happens to be when his time comes to eat, being careful to keep out of the high-priced restaurants. The restaurants at fixed price, where breakfast may be had for one to two francs, and dinner for double those figures, will attract the stranger; and he will also find comfort in the Duval establishments, where food is cheap and of excellent quality, and served from a bill of fare that leaves no chance for mistakes.

The bloated bondholder will eschew Duval and similar restaurants and betake himself to the Café Riche, Café Anglais, Café Helder, Restaurant Brebant, Restaurant Durand, and similar establishments where the character and extent of a dinner are limited only by the price you are willing to pay. Restaurants of moderate pretensions and excellent cuisine are numerous. Among them are Vian's in Rue Daunou, Tavernier, Boulevard des Capucines, Rougemont, Boulevard Poissoniere, Morel, Rue Favart, Marguery, Boulevard Bonne-Nouvelle, and Bonvalet, Boulevard du Temple. Whether you patronize a cheap, moderate, or dear establishment, the waiter expects a fee on the settlement of your account. The old rule was to give a sou to the waiter for each franc of the bill; but the modern custom is to give about half as much more, especially if the bill is a small one. Sometimes the waiter turns his nose in the air at the smallness of his gratuity, but no heed should be paid to his action, and

you may be reasonably certain that he would be dissatisfied if you reversed the custom, and gave him a franc for each sou of the cost of your dinner.

Cabs in Paris are hired by the course or the hour. If nothing is said at the time of starting the course is understood. If you want a cab by time show your watch and say, "*à l'heure*," if you can muster courage to pronounce the word. The fares are on a printed slip, which the driver is bound by law to give you when you engage him, and it also contains his number; in case of dispute apply to a policeman or drive to the nearest police station. Like his kindred all the world over the Paris cocher will generally cheat you if he can, and the stranger should keep his eyes open. The fares change every year or two; the last were one franc eighty centimes for a course, and two francs twenty-five centimes an hour, for two persons from sunrise till midnight, and an addition of about one-third between midnight and sunrise. Cabs for four persons are fifty per cent. dearer than the smaller ones, and the rate for all carriages is augmented a fourth or a third when the hirer goes beyond the fortifications. In hiring by time the first hour must be paid for entire, but subsequent time may be in periods of five minutes. Cabs of the Urbaine Company are generally better than the others, though at the same price; their drivers wear light uniforms and the carriages are upholstered in white cloth. The driver is entitled to a gratuity of not less than five sous on the course or six sous an hour, and he is also entitled to five sous for each piece of baggage carried on the top of his vehicle. Small articles inside are free. *Voitures de remise* may be hired from a stable or ordered at the hotel, and will cost from twenty-five to fifty francs a day according to their character and the hours of service. Fifty francs will secure a turnout of irreproachable style with a driver

and footman in livery, and an extra five francs will cause the occupant to be addressed as "My Lord," or "*Votre Altesse*," at frequent intervals.

There are thirty-two omnibus lines, all belonging to one company; the routes form a perfect network, and it is not an easy matter to become familiar with them. They are so arranged that almost any part of Paris may be reached by omnibus, and the Philadelphian is reminded of the street-car system of his native city. If the omnibus you enter does not carry you to your destination, you ask for a "*correspondance*," which is given without extra charge. At the proper station you leave the vehicle and mount another that takes you where you wish to go; sometimes you must take a third omnibus, but in this event your fare must be paid over again. At the stations the clerk gives out numbers in the order of application, so that everybody takes his turn at the hours when there is a rush. When all seats are taken a little sign is displayed bearing the word "*complet*" (full), and when it is in sight no other passengers are admitted. The fares are six sous for the interior and three for the top, but a top passenger must pay six sous if he wants a "*correspondance*." The drivers are disinclined to stop between stations to pick up passengers; they sometimes but not always do so for a woman, but the masculine patron must take his chances and jump to the rear step while the vehicle is in motion. Any one who intends going around by omnibus should buy an "*Itineraire des Omnibus*" for twenty centimes and study it carefully. There is no finer omnibus system in the world than that of Paris, and the magnificent horses rouse the admiration of the New Yorker who thinks of the wretched skeletons used on the lines of the American metropolis.

Small steamers ply on the Seine at frequent intervals

and low fares, and furnish an excellent means for reaching the suburbs. The shorter routes are served every ten or fifteen minutes, and the longer ones at intervals of rarely more than half an hour. On Sunday and fete days the boats are liable to be uncomfortably crowded, and the fares are generally higher than on ordinary occasions. The railways entering Paris belong to five great companies and start from eight different stations. Numerous suburban excursions may be made over these lines, and the *Chemin de Fer de Ceinture* (Belt Railway) which encircles Paris is operated by all the companies together. The tour around the city by the Belt Railway may be made in about two hours from any of the terminal stations. There are tramways starting from several points in the city for Vincennes, Versailles, and other places, and a ride on one of the tramway carriages is by no means to be despised.

We will give a list of the principal sights of Paris and leave the details to be drawn from the local guide-books. No list can be made that will be satisfactory to each and every traveler; much will depend upon the time at the stranger's disposal and much more upon his tastes, habits, and purse. He may bear in mind the advice to the child in the menagerie who wished to know which were the monkeys and which the hyenas, "You pays your money and you takes your choice." Most of the public buildings are open only from 10 till 4 o'clock, and consequently one's plans should be made for seeing churches, cemeteries, and parks in the morning or late afternoon, museums and galleries in the middle of the day, and theaters and other places of entertainment at night. From 4 to 7 o'clock is the best time for a stroll along the boulevards or a drive through the Champs Elysees and Bois du Boulogne. The *Halles Centrales* should be seen as early as possible in the morning, when the vast quantities of provisions for feeding

the French metropolis are being distributed; and the *Halle au Ble* (Corn Market) and *Halle aux Vins* (Wine Market) may be visited later in the day. The *Halle aux Vins* is close to the *Jardin des Plantes*, so that both may be "done" at the same time. Most of the collections of pictures and antiquities are closed on Monday.

The principal picture galleries are the Louvre and the Luxembourg, each in the palace whose name it bears. There is also a fine collection at the *Ecole des Beaux-Arts*.

For antiquities, see the Louvre, the National Library, and the *Musée des Thermes*, better known as the *Cluny Museum*. The latter is on the site of an ancient Roman bath, a part of which is yet in existence, and is credited to the Emperor Constantius Chlorus.

The most important churches are Notre Dame, St. Germain L'Auxerrois, St. Eustache, St. Roche, the Madelaine, the Pantheon, the Sainte Chapelle, Notre Dame de Lorette, St. Sulpice, La Trinité, St. Augustin, and St. Vincent de Paul. Among modern churches the Madelaine is pronounced the finest. The Russian Church is a beautiful structure, and specially deserves the attention of those who are unable to extend their travels to the land of the Czar. Notre Dame dates from the twelfth century, but was not completed till the thirteenth. It has been considerably altered and restored, and has suffered somewhat during the civil wars of the country; among the relics preserved here are two thorns from the Saviour's crown, the spear which pierced his side, a piece of the wood of The Cross, besides many reliquaries and sacred vestments. The Church is one hundred and thirty-nine yards long by fifty-two wide, and the magnificent facade is two hundred and twenty feet high. A fine view of the city is to be had from the summit of the towers.

The Pantheon, also called the Church of St. Genevieve,

is on the south side of the Seine, and has been three times a church and twice a Pantheon or "Temple of Fame." Mirabeau, Voltaire, Marat, and Rousseau were buried there, and their tombs are to be seen in the vaults below the church. On the pediment is a group representing France distributing garlands to her favorite sons, including generals, artists, authors, physicians, and others. Several of the tombs are unoccupied; the remains of Voltaire and Rousseau were removed secretly, those of Mirabeau were transferred to the Cemetery of Pere Lachaise, and those of Marat cast into the sewers. In the vaults there is a remarkable echo, where a faint whisper develops into a loud voice.

The *Hotel des Invalides* with its church may be seen daily. The tomb of Napoleon is in the church, which contains numerous battle-flags from historic fields. Military mass is at noon on Sundays, followed by a parade of the invalided soldiers.

The Grand Opera House, on the Place de l'Opera, is the finest building of its kind in the world. An hour may be well employed in a study of the exterior. The interior should be seen at night; and if the stranger makes but a single visit he will be more interested with the edifice and its adornments than with the performance.

The Bourse, or Stock Exchange, is a fine building surrounded by a Corinthian portico. Visitors are admitted to the gallery, whence they may, without danger, survey the scene of apparent lunacy below.

The *Tour de St. Jacques*, on the Rue de Rivoli, formerly belonged to a church which was pulled down in 1789. The tower dates from the early part of the sixteenth century, and is greatly admired by students of architecture. It is almost in the center of the city, and affords one of the finest views of Paris. According to some authorities

the signal for the massacre of the Huguenots on St. Bartholomew's eve was given from the tower of St. Jacques.

The *Hotel des Monnaies*, or Mint, contains a magnificent collection of coins open to the public. The process of coining may be witnessed on Tuesdays and Fridays by ticket previously obtained from the director.

The Palace of the Tuilleries is in process of restoration, and is not open to the public. The gardens of the Tuilleries are seven hundred and eighty yards long by three hundred and forty-seven in width, and form a popular resort of Parisians. A pleasant walk may be taken through the gardens to the *Place de La Concorde*, the finest square of the kind in existence, and from the opposite side of the square to the Champs Elysées. In the center of the square is the obelisk of Luxor, and from the foot of the obelisk a view may be obtained of the Madelaine, the Palais Bourbon (now *Palais du Corps Legislatif*), the Tuilleries, and the *Arc de Triomphe de l'Etoile*. The view by night is no less striking than by day, especially on festive occasions, when the whole square and its vicinity are in a blaze of gaslight. Louis XVI died by the guillotine on the side of the square nearest the Tuilleries; and so did Charlotte Corday, Marie Antoinette, and others whose names are known in history. In little more than two years from the 21st of January, 1793, it is said that above two thousand and eight hundred persons perished here by the guillotine. It was wisely determined not to mark the spot by a monument.

From the Place de la Concorde ascend the Avenue des Champs Elysées. The abundance of shade-trees and the extent of the graveled walks can hardly fail to impress the visitor. The promenade is one of the most popular in Paris, and on pleasant afternoons it is sure to be filled with people. The distance from the square to the *Arc de*

Triomphe is about an English mile. In ascending we pass the *Palais de l'Industrie*, where the great exhibition of 1855 was held, and which has had intimate relations with other World's Fairs at Paris. The gardens terminate at the *Rond Point*, a circular space with a fountain in the center; and from there to the arch the avenue is bordered by handsome buildings. The arch is the largest structure of its kind in the world, and stands on an eminence that renders it visible from nearly all parts of Paris, and also from the environs. Twelve avenues or boulevards radiate from its base, and some of the finest private residences of Paris are in the immediate vicinity of the arch. It was erected to commemorate the victories of Napoleon I, and is adorned with sculptures illustrating those events. There are also the names of famous battles in which the French were victorious, and there is a list of generals who fell in defence of France or in aggression upon her enemies. The arch is one hundred and sixty feet high, and a view from its summit repays an hundred-fold the labor of the ascent.

From the base of the arch follow the *Avenue de Bois de Boulogne* to the fortifications, and then enter the famous park of Paris, the Bois de Boulogne. Once it was a forest where the kings went to hunt for game, then it became a haunt of robbers and a resort for duellists, and subsequently was converted into a pleasure resort. It contains two thousand two hundred and fifty acres of ground, and includes artificial lakes, a cascade, several restaurants, the *Jardin d'Acclimatation*, numerous walks and drives, and several groves designed for the use of picnic parties. The best way to see it is to engage a carriage by time and spend two or three hours in the park. (Avoid the *Restaurant du Cascade* unless your purse is inexhaustible.) The *Jardin d'Acclimatation* should not be neglected. It con-

tains a fine collection of animals useful to man, and includes elephants, camels, ostriches, and other strange things. No ferocious animals are maintained here, that honor being retained for the Jardin des Plantes. During the siege of Paris by the Germans nearly all the animals were killed and eaten ; but the garden has been re-stocked, and is now as attractive as ever. Adjoining the Bois de Boulogne is the race track of Longchamps ; and if the stranger happens in Paris at the time of the great races of the year he should not fail to "take them in."

Beyond the Bois de Boulogne is the park of St. Cloud, with the ruins of the palace which had an intimate connection with the reign of Napoleon III. Sevres and Suresnes are in the immediate neighborhood, the former famous for its porcelain factory, which requires a ticket to secure admission. If the stranger has come through the park on foot and is weary he may return to Paris by steam-boat on the river, or by tramway along its banks ; and if he wishes to gratify his hunger he will find an abundance of restaurants for that object. Near Suresnes is Mont Valerian, which rises six hundred feet, and is a prominent object in any general view of Paris. Permission to enter is difficult to obtain, but a view from the base of its walls is not interdicted, and embraces a wide extent of country. The fort on the summit of the mount was an important factor in the defence of Paris in 1870, and gave great trouble to the besieging armies. It was badly knocked to pieces during the bombardment, but has since been restored.

The stranger in Paris will find a never-failing source of entertainment in strolling along the Boulevards in fine weather at the hours when the populace takes its airing. The shops need not be described, as they will describe themselves when seen, and will possibly deplete the purse

of the visitor. Besides the Boulevards, the best of the shopping streets are the Rue de la Paix, Rue de Rivoli, Rue Vivienne, Rue Richelieu, and Rue St. Honoré. Don't fail to see the Palais Royal and the shops that line the interior walks of its garden. Many persons consider the shops of the Palais Royal the best in Paris for jewelry and kindred things. They are of all grades and kinds, and can satisfy the highest or lowest taste in the jewelry line. Many of the shops of Paris have adopted the *prix fixe* system, and make no abatement on their asking figures, but the majority of them are not rigid in this respect. Unless the placard "prix fixe" is displayed there is an opportunity for bargaining, and even where it appears a reduction of figures may sometimes be obtained. The writer once bought for ten francs, in a *prix fixe* establishment, an article for which twenty-four francs had been demanded, and found afterwards that he had been cheated out of at least five francs. The Bon Marché and other large concerns adhere rigidly to the one-price system.

The theaters are numerous, and the prices of admission are far more varied than in America. In most of them there is a second and sometimes a third bureau, where a person arriving after the first or second act pays according to the time he enters, instead of buying a full ticket. This is an excellent arrangement for a stranger who wishes merely to look at the interior of a house without remaining through the whole performance. If you wish to secure a seat in advance, go to the *Bureau de Location* of the theater between twelve and five o'clock; or you may buy of a speculator at one of the theater offices along the boulevards at any hour of the day. The speculators have been known to swindle the stranger. When he arrives at the theater with his ticket he finds that the seat which was finely located on the speculator's model of the house is far

at one side or away at the rear. Tickets secured in advance cost a franc or two more than at the hour of the performance. Strangers should beware of curbstone speculators, who frequently sell spurious tickets, and otherwise defraud the innocent.

Two nuisances of the Paris theaters are the *claquers* and the *ouvreuses*. The former (men) are paid to applaud the performance, and are usually seated in the center of the pit, to the number of a dozen or more, under the direction of a leader. The latter (women) show patrons to seats or boxes, and might be useful were it not for their over-zeal in the effort to earn a *pourboire*. They compel a lady to take a footstool, even when she refuses, and then demand pay for it. They take away cloaks and shawls without being asked to do so, and bring them back in the interval before the last act, so as to get their gratuities early.

The principal *cafés chantants* are in the Champs Elysees; and not far off is the *Jardin Mabille*, where hired dancers disport for the entertainment of those who are willing to pay the price of admission. On the south side of the river is the *Jardin Bullier*, or *Closerie des Lilas*, where the students and other young men go to meet their sweethearts and join in the dance. The performance is not at all prudish, especially in the advanced hours of the evening. There are similar balls at the *Chateau Rouge*, *Asnieres*, and the *Elysees Montmartre*, but none of them are patronized by the best society of Paris. In winter there are masked balls in several establishments, which are frequented by the summer patrons of the balls named above.

The cemetery comes naturally after the places of dissipation. There are fifteen cemeteries in and around Paris. The most interesting to the stranger are *Pere Lachaise*,

Montmartre, and Mont Parnasse, the first on the east side of the city, the second on the north, and the third on the south. Pere Lachaise contains one hundred and seven acres, and is the largest of the existing cemeteries. It is beautifully laid out on the slope of a hill, and the stranger may wander for hours among its tombs and find something of interest at every step. A list of its noted occupants would fill several pages of this book. There are nearly twenty thousand monuments in the cemetery, many of them belonging to families, and not to individuals. The tombs of Abelard and Heloise, dear to the sentimental, are near the entrance, a little to the right of the main path. The prison of La Roquette is passed just before we enter the cemetery. On the open space in front of the prison the guillotine is occasionally employed on murderers and other high-class criminals.

The suburbs of Paris are hardly less interesting than the city itself. The place first sought by strangers after they have done with the great city is Versailles, which is about fourteen miles to the southwest, and may be reached by two lines of railway and by two carriage roads. Trains run every hour from the St. Lazare station and also from Mont Parnasse. On Sundays and fete days they are more frequent. There is also a tramway which follows the carriage road; and the cab-drivers will generally be found willing to drive to Versailles for a reasonable price. The principal attraction of Versailles is the palace and the buildings and park connected with it; and the visitor will do well to go there when the fountains play (about twice a month on Sundays). There are said to be nearly six miles of paintings on the walls, and a walk through the principal rooms of the palace without stopping will consume nearly two hours.

St. Denis is five miles from Paris, and can be reached

every hour by train from the Gare du Nord, and also by omnibus every half-hour. The only attraction is the Abbey Church, where the kings of France were buried. Many of the tombs are empty, but the monuments have been carefully restored, and a couple of hours may be profitably passed in the church.

Fontainebleau is reached in two hours from Paris by the Lyons railway,—fourteen trains daily. The entire day should be taken for the excursion, which will include the famous palace where Napoleon I signed his abdication, and a drive in the forest of Fontainebleau.

St. Germain, the birthplace of Heinry IV, is a favorite resort for visitors, and is reached by rail in one hour from the St. Lazare station. Pleasant excursions may be made to Sceaux, Ville d'Avray, Enghien, Montmorency, Vincennes, Compiegne, and dozens of other places within two or three hours of Paris.

CHAPTER VI.

FROM PARIS TO NAPLES. CENTRAL AND SOUTHERN ITALY.

The majority of tourists, after they have done with Paris, proceed in the direction of Switzerland and Italy. If you are in Paris in the spring and wish to see Italy, your best plan is to go as fast as possible to the southern limit of your journey, and do your sight-seeing while coming north. You will thus have the season in your favor, and while the days are becoming warmer you will be fleeing from the south, to find yourself in the cool atmosphere of Switzerland during the heat of summer.

You may go south by way of Lyons and Marseilles; or by Turin and Rome. The former route is preferable, as it can be made to cover places that the traveler is not likely to visit in a special journey. A night and part of a day may be spent at Lyons, and a similar halt may be made at Marseilles. From the latter port there are steamers three or four times a week to Naples, which is the southern limit of nine-tenths of the tourists from America. A direct steamer will carry you to Naples in two days, but it is better to go by an indirect one which touches at Genoa, Leghorn, and Civita Vecchia, consuming four or five days on the voyage. You thus have an entire day at Genoa, another at Leghorn, and part or all of a day at Civita Vecchia, the voyage from port to port being made in the night. A day may be well spent at Genoa in seeing its old palaces, the street of the Gold-

smiths, the relics of Christopher Columbus, a few old churches, and possibly it may include a visit to the Villa Pallavicini, seven miles from the city. Leghorn can be done in half an hour or so by the ordinary tourist; and then an excursion may be made to Pisa (eleven miles by rail), where the Cathedral, the Baptistry, the Campo Santo, and the Campanile, or Leaning Tower, are conveniently grouped together outside the town. They are the finest works of their kind in Italy, and on no account should they be omitted. The Cathedral was begun in 1063, and has undergone several restorations and alterations. It contains some magnificent work in bronze and marble, and several paintings of great merit. The bronze lamp in the nave is the one that gave Galileo the idea of the pendulum. The Baptistry is without a rival, and the Leaning Tower needs no description to American students of geography and natural philosophy.

The journey from Marseilles to Genoa may be made by rail along the shores of the Mediterranean, and if the traveler is inclined to break the journey he can do so at Cannes, Nice, Mentone, or San Remo, which are all popular resorts in winter. Near Nice he can spend a few hours (and some money) at Monaco, where fashionable gamblers congregate, and in the height of the season a view of the gambling establishment is by no means uninteresting. A charming ride by carriage from Nice to Genoa is over the old Corniche Road, which has been little patronized by tourists since the opening of the railway. From Genoa to Naples by rail the traveler will pass through Leghorn and Rome, and may break the journey at either place.

By one way or the other we are approaching Naples; the best approach is by sea, whence we have a view of Vesuvius, with its column of smoke rising towards the sky,

and pass the famous Islands of Capri and Ischia, to enter the bay which has been so justly praised by many writers. The city is in the form of a semi-circle along the shores of the bay; the hills rise steeply behind it, so that Naples appears to be built in a series of terraces, the whole crowned by the frowning Castle of St. Elmo and the Church of San Martino.

Three or four days will suffice for a hurried view of Naples and its surroundings. A day will be required for a visit to Pompeii and Herculaneum, another for Vesuvius, including the ascent of the volcano, and another day may be devoted to Posilipo, Pozzuoli, and Baia, with their ruins of temples, baths, theaters, and tombs almost without number. Another day will embrace Sorrento and Capri, but it is better to take a day for each of them if there is time to spare. The list of excursions might go on indefinitely to include Paestum, Amalfi, and Salerno, and there will be a strong temptation to go to Sicily by steamer for a glimpse of Messina, Syracuse, Catania, and Palermo, and also for a view of Mount Etna and its smoking summit. Inside the gates of Naples the sights include the Museum, where the antiquities gathered from Pompeii are carefully preserved, and so arranged that the visitor may study the life of the Romans of two thousand years ago as clearly as he can to-day. It is better to defer visiting the Museum until after the excursion to Pompeii, unless the traveler has time to go there twice. The Cathedral is well worth a visit, and if the stranger is in Naples on the first Sunday in May, the 19th of September, or the 16th of December, and for several successive days after those dates, he may witness the miracle of the liquefying of the blood of St. Januarius. Other important churches are San Domenica, San Severo, Santa Chiara, and San Martino; a visit to the latter may be combined

with a drive to the Castle of St. Elmo, whence there is an admirable view of the Bay of Naples and its surroundings. The life of the streets of Naples is full of interest; the stranger should take a walk through the poorer quarters and among the narrow streets where the light of day enters with difficulty, and his last evening should be devoted to the Villa Nazionale (formerly Villa Reale), the fashionable promenade of the Neapolitans. San Carlo Theater should be seen, as the house is one of the largest in the world; opera is given here frequently, but the performance is usually poor and only surpassed in badness by the manners of the patrons. In ill behavior the fashionable Italians will put to shame the newsboys of the Bowery or the audience of a London "penny gaff," and the worst-mannered of all the Italian opera-goers are the Neapolitans.

There is nothing worth a visit on the road from Naples to Rome; the journey by rail (one hundred and sixty miles) requires eight hours by express trains and ten or twelve hours by ordinary trains. If the traveler desires to see an enormous palace with extensive gardens, he may spend a few hours at Caserta, twenty miles out from Naples, but if he has seen or is to see Versailles the detention is hardly compensated if time is of great value. Through fares: twenty-eight francs first, and eighteen francs forty centimes second class. As we approach the Eternal City we watch from the windows of the train, and in due time the dome of St. Peter's stands out against the sky and tells us we are near our destination.

The sights of Rome are numerous; there are more churches and ruins that *must* be seen by every traveler than in any other city, and we should arrange our plans so as to have not less than ten or twelve days at our disposal. For those who are in a hurry a guide is indispens-

able, and so is a carriage, as the distances are long and omnibuses are few. Fortunately carriages are cheap, and the printed tariff in French and Italian leaves no opportunity for swindling. Hotels of all kinds are to be found in Rome, and those who seek lodgings in private houses may find them announced by placard in every street in the Strangers' Quarter, or may learn of them through a banker. Restaurants (*trattoria*) are abundant and suited to every purse; in the largest of them there are waiters who speak French and sometimes English, but the smaller ones do not possess this luxury. Many persons have rooms at the hotels and take their meals at the restaurants, but in such case the hotels sometimes augment their bills a franc or two per day. If the traveler is fond of table d'hôte dinners he would do well to take them at his hotel and eat his breakfast at the restaurant.

If a dozen visitors to Rome should make out a list of sights for their friends to see in a limited stay it is not likely that any two of them would agree. There is no other city of Europe that needs to be "read up" beforehand so much as this; there are dozens of books on Rome, and many of them are excellent. For a guide-book Baedeker's is the best, and for a general work there is nothing surpassing Hare's "Walks in Rome." Fine descriptions of Italian life may be found in Edmund About's "Rome of To-day," and also in Story's "Roba di Roma." Read up on Rome before leaving home or while crossing the ocean, and make a list of the sights that strike your fancy, as you cannot see everything thoroughly unless you stay at least three months,—and then you will not be satisfied.

A general view of the city should be taken before the round of detailed sight-seeing begins. Take a carriage drive of three or four hours that will carry you past the Church of St. Peter, the Castle of St. Angelo, the Coliseum, the

Forum, Trajan's Column, the Church of St. John Lateran, the principal fountains, along the Corso, and to some of the villas and palaces beyond the walls. Do not stop to examine anything in this drive, but devote your attention to the outline of the city and what it contains.

Facile princeps stands St. Peter's Church, and it is the first of the historic edifices visited by the majority of strangers in Rome. The Circus of Nero once occupied the site of this building, and tradition says that St. Peter was buried there after his martyrdom. Constantine the Great built a church there in A.D. 306, and it is said that an oratory stood there more than two hundred years before. The present church was begun early in the sixteenth century, but its construction was so slow that it was not dedicated till a hundred years later, and even then it was far from completion. Its dimensions are not exactly known, as the measurements vary considerably, but it may safely be called six hundred feet long by four hundred wide, and the height from the floor to the top of the cross on the dome is not far from four hundred and fifty feet. The ball on the dome will hold sixteen persons at once, but the ascent into it should not be undertaken by corpulent individuals. It is easier to get into the ball than out of it, and when inside you can see nothing but darkness.

The visitor is liable to disappointment when he first enters St. Peter's church. He expects everything to be on a grand scale, and as he looks from the doorway to the farther end of the building his expectation is not realized. But when he comes to examine the place in detail he discovers his mistake. Everything is so nicely proportioned to everything else that perfect harmony is preserved, and the eye is deceived. Not far from the entrance is a basin of holy water. The two cherubs that

support it appear no larger than ordinary babies, but when we come near them we find they are fully six feet high. The canopy under the dome is ninety-eight feet high, though few visitors at first glance would think it to be more than fifty feet. The mosaics of the Evangelists appear of natural proportions, and it surprises us to learn that the pen in the hand of St. Luke is seven feet long. Several hours may be spent in a study of St. Peter's, with its numerous chapels, tombs, monuments, and works of art. The church is open at all times, but some of the chapels can only be visited on certain days, and the dome is closed except on Thursdays, from eight to ten in the forenoon. If the visitor is not accompanied by a guide, he should be provided with a detailed description of the church, or he will miss many things of interest.

The church of St. John Lateran, commonly called "The Lateran," is considered next to St. Peter's in interest, and is said to be first in religious renown, as indicated by the inscription on its facade. The papal coronation takes place here, together with other important ceremonies, and it is the church of the Pope as Bishop of Rome. The situation is more imposing than that of St. Peter's, and there is a magnificent view from the portico and from other parts of the building. The first church on this site was erected in the fourth century, and destroyed by an earthquake in 896. Then another church rose and was burned, and another followed the same fate. The present building dates from the latter part of the fourteenth century; but, like most religious edifices of Europe, it has undergone many changes, so that its builders would find difficulty in recognizing it if they should return to earth in these days. The church contains numerous works of art, and has an interesting museum of Christian and other antiquities. Near it is the Scala Santa, a flight of twenty-

eight marble steps from the Palace of Pilate at Jerusalem, and brought to Rome in the year 326 by the Empress Helena. No one is allowed to ascend them except on his knees.

The church of Santa Maria Maggiore retains more of its ancient character than do either of the other edifices we have seen. The gilding of the paneled roof is said to have been done with the first gold brought from South America to Spain, and was presented to the Pope by Ferdinand and Isabella. The church is sometimes called *Basilica Liberiana*, because it was erected by Pope Librius. Close to it is the church of San Antonio Abbate, with an uninteresting interior. Between January 17th and 23d large numbers of horses, cows, goats, and other domestic animals are brought here to be blessed and sprinkled with holy water.

The other principal churches that should be visited by those who have only a few days at their disposal are San Lorenzo fuori Le Mura, San Paola fuori Le Mura, the Sixtine Chapel, San Clemente, San Agostino, Santa Maria sopra Minerva, Santa Maria Della Pace, Santa Maria del Popolo, San Pietro in Vincoli, San Trinita de Monti, and San Omofrio. There are other churches by the hundred, and many of them are interesting; but the tourist will generally have seen enough by the time he has completed the foregoing list.

The Vatican, with its four thousand rooms and extensive museum, may be visited from St. Peter's; and the church and the Vatican will usually be found enough for an entire day. The Vatican museum is the finest in the world, and its picture gallery stands without a rival. The intelligent reader does not need to be informed of the art treasures preserved here, and we will refrain from any attempt at a catalogue.

After the palace of the Vatican, we may visit the Palazzo della Cancelleria, Palazzo Farnese, Palazzo di Venezia, Palazzo Giraud, and Palazzo Borghese. If we thirst for more palaces we can be accommodated with forty or fifty others, without counting a score or two of "villas," many of which are quite palatial in character.

The ruins which claim our attention are the Coliseum, Forum, Imperial Palaces, Cloaca Maxima, Pantheon, Theater of Marcellus, Forum of Trajan, Temple of Neptune, Baths of Titus and Caracalla, Pyramid of Cestius, Catacombs of St. Calisto, and Tomb of the Scipios. The ruins of the Coliseum and the Baths of Caracalla are the most extensive in Rome, and the visitor should try to see them leisurely. There are several fountains that should not be neglected. The night before you are to leave Rome go to the Fountain of Trevi, to drink of its waters and throw a small coin into the basin, in order to ensure your return to the city.

From Rome to Florence we can go by three routes. The shortest (two hundred and twenty-one miles) is by Orvieto and Siena; the longest (two-hundred and seventy-one miles) via Civita Vecchia, Leghorn, and Pisa; and the third (two hundred and thirty-two miles) via Perugia and Arezzo. Terni with its waterfalls is on the last-named route. Perugia is an old city of Etruscan origin, and standing on a hill fifteen hundred feet above the winding Tiber. Arezzo contains a fine old cathedral of the thirteenth century, and was the birthplace of Mæcenas and Plutarch. The house of the latter may be visited. Pisa and Leghorn have been described elsewhere.

Florence, the Roman *Florentia*, and La Bella Firenze of the Italians, stands on both banks of the Arno, and climbs the surrounding hills. In point of interest it ranks next to Naples and Rome among Italian cities, and as a

center of art it is without a superior. From three days to a week will be consumed in a hasty view of its historic buildings and their contents; and the traveler who can spend a month in Florence will find constant employment for his time. There are few antiquities from the Roman period, but the deficiency is amply made up by other things. The art collections are numerous and of the best character, and at almost every step the stranger is reminded of the great masters in sculpture and painting.

The Pitti and Uffizzi palaces are on opposite banks of the river, but connected by a covered gallery. Their picture galleries are large and abundantly supplied with works of the highest class, so that the student or lover of art is fairly bewildered by the wealth around him. A single room of the Uffizzi Gallery, known as "The Tribune," has been pronounced the richest room in the world. It contains the Venus di Medici, the Dancing Faun, the Wrestlers, and the Apollini, besides other masterpieces of ancient sculpture. Among the paintings in this room are some of the best works of Raphael, Correggio, Titian Del Sarto, and other famous artists. The visitor will linger long here, and if he can come but once to the gallery he should spend the most of his time in the Tribune. From the Uffizzi Gallery follow the covered way to the Pitti Gallery, where there are more than five hundred works of the old masters, in addition to many modern paintings and drawings. The Boboli Gardens may be entered from the Pitti Palace, and are well worth a visit.

The Palazzo Vecchio in the Piazza della Signoria was built in 1298, but considerably changed afterwards. It contains some paintings and sculpture of high merit. The Piazza was the scene of the burning of Savonarola and two other heretics in 1498, and is the business center of the Florence of to-day. The Loggia dei Lanzi is on

the Piazza, and not far off is the entrance to the Uffizzi Palace. The collection of paintings in the Academy of Fine Arts is next to those of the Pitti and Uffizzi Palaces, and there are many paintings of importance in the churches. The traveler will not fail to visit the house of Michael Angelo, which is one of the stock sights of Florence, and the houses of Americus Vespuclius, Dante, Galileo, and Bianca Capello will claim his attention if time permits. The bridges over the Arno deserve inspection, particularly the Ponte Vecchio, with its rows of shops on either side. The churches of most importance are the Duomo or Cathedral, Santa Croce, San Lorenzo, Santa Maria Novello, and San Marco. The Cathedral holds a high place among the great churches of Europe, and the Baptistry at its western end is a fine work of art and famous for its bronze doors. Close by the Cathedral is the celebrated Campanile or Bell-Tower of Giotto, nearly three hundred feet high, and adorned with statues and other works of the best sculptors. The Church of Santa Croce contains among others the tomb of Michael Angelo, while the tombs of the Medici family are in the Church of San Lorenzo.

Interesting excursions may be made to Fiesole, San Miniato, La Certosa, Torre del Gallo, and Vallambrosa. The last-named excursion may be accomplished in a single day, but it is best to start on the previous evening and sleep at Pelago, about three miles from the railway station of Pontassieve.

CHAPTER VII.

NORTHERN ITALY.—BOLOGNA, VENICE, MILAN, TURIN, VERONA, ETC.

Having done with Florence, our best plan is to go to Bologna and Venice, and from the city of canals to Verona and Milan. The railway will carry us to Bologna in about four and one-half hours; from Florence to Pistoja, at the foot of the Apennines, the country is comparatively level and one of the most fertile parts of Italy. Pistoja was the principal fighting ground of the Guelphs and Ghibellines, and the Roman conspirator, Cataline, was defeated and killed within sight of its walls. It contains several interesting churches and a beautiful garden, attached to the Villa Puccini. The pistol was invented here and named after the place of its manufacture. Soon after leaving Pistoja we begin climbing the Apennines; in a distance of thirty miles the train passes through forty-seven tunnels, one of them making a semi-circular curve inside the mountain in order to gain elevation. Give a glance at the locomotives used on this mountain section of the railway. There is a constant succession of beautiful views from the window of the carriage. Take a seat on the right side.

Bologna contains one hundred and thirty churches and twenty monasteries, and has upwards of one hundred thousand inhabitants; it is one of the oldest cities of northern Italy, and its university has a wide celebrity. It was a Roman colony two hundred years before the Chris-

tian era. San Petronio is the largest and most interesting church, though still incomplete; it abounds in paintings and sculpture of a high order, and the same may be said of the churches of San Domenico and San Stefano. The latter is a collection or pile of seven different churches erected at various periods and not all on the same level. There are two towers, both of them out of the perpendicular, one of them so much so that it has not been completed. The Piazza Vittorio Emanuele (formerly Piazza Maggiore) is the principal public square, and situated in the heart of the city; it contains a remarkable fountain and a bronze statue of Neptune, which was erected three hundred years ago, and is said to weigh ten tons. The principal buildings of interest are on or near this square. The University, one of the oldest in the world, has a fine collection of antiquities and a library of one hundred thousand volumes. The Certosa or Campo Santo is one of the most remarkable in Italy, and a visit to it may be combined with a walk to the Church of La Madonna di San Luca, which commands a magnificent view of the surrounding country. A colonnade of six hundred and thirty-five arches leads to the church.

Parma and Modena, both famous for their cathedrals and the works of art contained in them, may be visited from Bologna. The Ducal Palace of Modena has a picture gallery abounding in works of the most celebrated painters of Italy, and the same may be said of the Palazzo Farnese of Parma.

From Bologna to Venice the route passes by Ferrara and Padua; the former is a decayed city, and offers little of interest to the tourist beyond its ancient palace and the Cathedral. Padua claims to trace its origin from the brother of King Priam of Troy, and was the richest town of northern Italy during the times of the Cæsars. Its

chief attractions are the Cathedral or Church of San Antonio, with fine frescoes and bronzes, the Madonna dell' Arena, and the Church of San Giustina. Close to the last-named edifice is an excellent Botanical Garden which merits inspection.

As we approach Venice the blue waters of the Adriatic are brought into view, with the domes and towers of the famous city of the sea. We traverse the longest bridge in the world, with two hundred and twenty-two arches of solid masonry, and finally halt at the station, where boats take the place of carriages to convey us to the hotel. We may have an omnibus-boat or a gondola at our choice; the latter is preferable, as the omnibus is slow and often crowded, and the view of the canals as we pass along them is much more restricted than in the gondola. There is a printed tariff for these vehicles, so that the most conscientious efforts of the gondolier to swindle his patrons may be frustrated. A preliminary bargain is desirable, however, to avoid a dispute at the end of a journey. If two gondoliers are taken the fares are doubled.

Two or three days are sufficient for a hurried view of Venice, as the sights are not very numerous and distances limited. Good guides can be engaged at the hotels, but, if the tourist can speak enough Italian to understand and be understood, he can dispense with the services of a professional and rely on the gondolier to conduct him. Carry plenty of the smallest copper coins, as the venerable fellows (superannuated boatmen) who hold the gondola at the landing-places expect a couple of sous for each performance. Engage a gondola by the day, with a single boatman (five francs and a trifle extra), unless your party exceeds three persons. In the latter case you need a "*barca*," which will hold a party of six, and requires two rowers. If the weather is fine delightful excursions may

be made on the water in the evening. The stranger should begin his sight-seeing by making a general tour, going the entire length of the Grand Canal and a few of the smaller ones, and taking a promenade along the Merceria and through the Piazza of St. Mark.

The great sights of the city are the Church of St. Mark and the Palace of the Doges, both on the Piazza of St. Mark. The church was built in the eleventh century, and was originally of true Byzantine style, but the numerous alterations it has undergone have given it a mixed character. The famous bronze horses that have migrated from Rome to Constantinople, thence to Venice, and from there to Paris and back again, are above the portal of the church, and best seen from the center of the square. The interior is so grand and contains so much of interest that a detailed description is impossible. The Campanile, near the church, is three hundred and fifteen feet high, and the top affords a fine view of the city; the ascent is so gentle that the current tradition that Napoleon I. rode to the top on horseback is quite possibly true. The Palace of the Doges is the sixth palace that has occupied the site; it dates from the middle of the fourteenth century, and has undergone slight alterations in the past five hundred years. The great halls and the admirable paintings that adorn them will excite the visitor's admiration; the works of art are so numerous that he will quite likely depart with a very confused idea of what he has seen. His visit will terminate with an inspection of the horrible dungeons beneath the palace and a visit to the Ponte dei Sospiri (Bridge of Sighs), which Byron has made memorable. Beyond the bridge is a prison that contains nothing of interest, and is not always accessible to the voluntary visitor.

The Academy of Fine Arts contains the best picture

gallery in Venice, including paintings by Titian, Tintoretto, Paul Veronese, Leonardo da Vinci, and other great masters. Of the many churches in Venice the most interesting are Santa Maria della Salute, San Stefano, the Church of the Frari (containing the tomb of Canova), San Rocco, with its paintings by Tintoretto, Church of the Jesuits, San Zanipolo, containing many monuments of the doges, San Salvatore, San Giorgio Maggiore, and Il Redentore. The best of the old palaces are on the Grand Canal, and two or three of them may be visited, for an idea of the home of a Venetian in the days of the glory of Venice. The Arsenal with its museum must not be neglected; and an excursion should be made to Murano for its cathedral and glass factory. The general tourist should provide himself with the admirable book of Howells', "Venetian Life," and the art student will be interested in Ruskin's "Stones of Venice." Make a visit to the Lido by steam-boat from the Piazzetta, and if the season and tide are favorable a delicious bath may be taken on the sea-front of the island.

From Venice to Verona (seventy-two miles) is a ride of about four hours. A couple of hours may be spent at Vicenza (forty miles from Venice) for a view of the Arcades and the principal churches and other public edifices. The sights of Verona may be done in a single day. They include the Arena, a well-preserved amphitheater erected by the Roman emperor Diocletian, the Piazza dei Signori, a square surrounded by magnificent buildings, and having a statue of Dante in the center, the Tombs of the Scaligers, the Cathedral, the Churches of St. Anastasia and St. Zenone Maggiore, and the Palazzo Pompei, containing the Civic Museum. The Giusti Gardens present a good view of the Alps and are finely laid out; they contain some cypress trees a hundred and twenty

feet high and said to be five hundred years old, together with a few Roman antiquities. Verona was founded by the Gauls, and afterwards became a Roman colony. The play of Romeo and Juliet was based on events in the history of Verona, and a rude trough in red marble is exhibited in the garden of a house in the Vicolo Franceschini as the tomb of Juliet. If time permits, the stranger will do well to glance at the fortifications that surround the city and render it an important military point.

From Verona to Milan (one hundred and five miles) will require about five hours by rail. The route passes Peschiera at the southern end of Lake Garda, a pretty sheet of water thirty-five miles long and seven wide at the broadest part. It is inferior in scenery to the Lake of Como, but presents some fine views near the northern end. Great quantities of lemons and oranges are grown on the flat land surrounding the lake, but the severity of the climate requires the trees to be covered in winter. Boats make the tour of the lake daily from Peschiera, and also from Desenzano, a few miles to the westward. The battlefield of Solferino may be visited from Desenzano (about five miles). If the reader is hungry for more churches and burial places he may halt at Brescia and Bergamo, otherwise he will keep the railway train to Milan, the capital of Lombardy and a prosperous city of nearly a quarter of a million inhabitants. It contains about eighty churches. Its cathedral is one of the most famous in Europe, and, next to St. Peter's at Rome and the Cathedral of Seville, it is the largest. Its dome is two hundred and twenty feet high, and the tower rises three hundred and sixty feet in the air. The floor of the interior is four hundred and eighty feet long by one hundred and eighty wide, and the nave is one hundred and fifty-five feet high. There are ninety-eight Gothic turrets

on the roof, and more than three thousand marble statues on the exterior, many of them mutilated during the revolutions through which the country has passed. Windows of stained glass, tombs, paintings, and statues adorn the interior; and the magnitude of the building is not appreciated till the visitor has ascended the roof and tower. From the tower the city of Milan is spread like a map at the spectator's feet, and in the distance are the snowy peaks of the Alps, including Mont Blanc, Monte Rosa, the Matterhorn, and the great St. Bernard.

In the church of Santa Maria delle Grazie is the famous painting of Leonardo da Vinci, "The Last Supper." It is badly preserved, partly from having been long neglected, and partly because of the dampness of the place. As it is painted directly on the wall, there is no hope of transferring it to a safer position. The churches of St. Ambrose and St. Lorenzo are the next sacred edifices worth visiting, and the guide will show two or three others that may be included in a promenade. Other sights are the Galleria Vittorio Emanuele, one thousand feet long by fifty wide, connecting the Piazza del Duomo with La Scala, and lined on either side with handsome shops; the Pinacoteca, or Picture Gallery, with painting and frescoes of the highest class; the Brera, or Palace of Science and Art, with a library of one hundred and seventy thousand volumes, and many antiquities and antique casts; the Piazza d'Armi, with its triumphal arch and a circus capable of seating thirty thousand spectators; the Biblioteca Ambrosiana, with picture gallery and library; and the Public Gardens and Cemetery, the latter containing many fine monuments.

From Milan to Turin (ninety-four miles) is a ride of four to six hours. Take a seat on the left, for an occasional fine view of the Alps. The most important

points on the line are Vercelli and Novara, both containing interesting churches, that of Novara being the best. A monument to commemorate the battle of Magenta can be seen on the right of the road as we approach the station of that name.

Turin had a place in history in 218 B. C., when it was destroyed by Hannibal. It was immediately rebuilt, and was the capital of Piedmont during the middle ages. After the unification of Italy it was the capital and residence of the king till 1865, when the seat of government was removed to Florence, and afterwards to Rome. Of late years it has been an important commercial and manufacturing point, and its population has increased rapidly. Most of the buildings are modern, and the city contains fewer antiquities than might be supposed when its great age is considered. There is much activity in the streets, and the stranger will find many things in the shops that threaten to loosen the strings of his purse. The principal public buildings are the Palazzo Madama, which stands in the center of the Piazza Castello, and the Palazzo Reale, or Royal Palace, on the north side of the same square. The southeast wing of the latter building contains the Armeria Reale, or Royal Armory, and the collection preserved there is one of the best in Italy. Specimens of armor of all ages may be seen here, and there are many swords and other weapons once belonging to royal or other great personages. The sword worn by Napoleon I. at the battle of Marengo is in the first room to which the visitor is admitted; and there is a saddle of the Emperor Charles V. in red velvet, and a bronze eagle of the eighth Roman legion. The Piazza Carignano is worth visiting, and near it is the Academy of Science, containing a museum of natural history, a museum of antiquities, and a picture gallery, all of good

character. The cathedral contains some fine frescoes and paintings, and the monuments of several of the dukes of Savoy. Pleasant promenades may be made to the Public Garden, the Capuchin Monastery, and the Cemetery, and a more serious excursion to the Superga. The latter is a church on the summit of a hill two thousand six hundred feet high, and about five miles away by an ascending road. It was erected in consequence of a vow made by Prince Eugene before the battle of Turin, in 1706, who promised to build a fine church on the hill in case he should be victorious. There is a magnificent view from the dome, and in the interior of the church are the tombs of the kings of the house of Savoy.

We have now seen the principal places of Italy, and are ready to go to Switzerland. If we sigh for more of the land of art and macaroni, we may visit Pavia, one hour from Milan, stopping on the way to see the Certosa di Pavia, a Carthusian monastery founded in 1396, suppressed by the Emperor Joseph II., and recently restored. The building is a fine work of art and contains some admirable paintings. The battle of Pavia, when the Emperor Charles V. captured Francis I. of France, was fought near the Certosa in 1525. It was from this battle that Francis sent the despatch which has become historic: "*Tout est perdu fors l'honneur.*" Pavia contains a cathedral of grand proportions, but yet unfinished; its university is called the oldest in Europe, and is said to have been founded by Charlemagne.

Ravenna may be visited from Bologna (fifty miles by rail), and the entire excursion can be accomplished in a day. It is one of the oldest towns in Italy, and contains many monuments of the architecture, mosaics, and sculpture of past centuries. The town is three miles in circumference, but a large part of its area is occupied by

gardens; Lord Byron lived here about two years, and some of his best works were composed in Ravenna. The cathedral contains some excellent monumental sculpture and two excellent frescoes by Guido Reni; the building is mostly of modern construction, but is on the site of a church of the beginning of the fifth century. The baptistery joins the church, and contains mosaics of the fifth century, representing the baptism in Jordan and the Twelve Apostles; the font and a metal cross are of the same period as the mosaics, and the arcades of the interior are very old. Ravenna has a dozen or more churches worth seeing, if time permits, and the Academy of Fine Arts contains some pictures of first-class merit. Outside the city is the Rotonda or Mausoleum of Theodoric the Great, and still farther away is St. Apollinare in Classe, one of the finest of the ancient churches of Ravenna. It has an open roof resting on twenty-four columns, and the walls are decorated with portraits of one hundred and twenty-six bishops who have officiated in an unbroken line from St. Apollinaris (A. D. 74) to the present incumbent. The mosaics are among the best of this kind of art.

The traveler from Bologna along the east coast of Italy will pass through Forli and Rimini, neither of them hardly worth a halt. But from Rimini he may visit (fifteen miles by carriage road) San Marino, the smallest republic in the world and probably the oldest. It was founded, according to tradition, by Saint Marinus in the early part of the Christian era, and has preserved its integrity ever since. Napoleon I. tried unsuccessfully to subdue it; it is situated on a mountain difficult of access, and probably owes its independence to its position as well as to its lack of military or other value. It has altogether about six thousand inhabitants, and maintains a small army, a legislature, and other paraphernalia of government.

Beyond Rimini, on the road to the south, is Ancona, which has a fine harbor and is a reasonably prosperous town. It was founded by Greeks from Syracuse, and enlarged by the Emperor Trajan; a triumphal arch erected in honor of Trajan by the Roman senate stands on one side of the harbor, and is one of the best ancient works of the kind in existence. The Cathedral and some of the smaller churches will repay a visit. Beyond Ancona there is nothing worth the attention of the tourist, and he may well turn his face towards the north.

CHAPTER VIII.

FROM ITALY TO SWITZERLAND.—THE REGULAR SWISS ROUND.

There are several routes out of Italy in the direction of the North Star, in addition to the single one already described. Beginning at the eastward, we may go from Venice to Vienna by the Semmering Railway; the express train will carry us through in seventeen or eighteen hours, and the ordinary trains in twenty-two to twenty-five hours. On this route are the Caves of Adelsberg, requiring about four hours for an exploration; they are about a mile from Adelsberg station, and there is a fixed tariff, which is reasonable enough for a party but rather dear for a single visitor. The quicksilver mines of Idria are fifteen miles from Loitsch station, and an excursion there and back from the railway, including the visit to the mines, will occupy a day. Gratz, the capital of Styria, is the most interesting town on the route, and a day may be spent there to advantage. The Semmering Railway is a magnificent piece of engineering, and the time in the train is not likely to hang heavily on the traveler's hands. Take seat on the right if possible, as it commands the best views; a judicious fee to the conductor will generally secure it.

Hardly less interesting than the Semmering is the Brenner Railway from Verona to Innsbruck and Munich. A few hours may be spent at Trento, or Trent, which was formerly the wealthiest and most important town in the

Tyrol, and contains an old castle and the Church of St. Maria Maggiore, where the famous Council of Trent was held in 1555. Innsbruck, the capital of the Tyrol, is on both sides of the Inn, and situated in a delightful valley surrounded by rugged mountains. The Hofkirche, or Franciscan Church, is the principal object of interest; it contains the monuments of Emperor Maximilian I, and some admirable sculptures in high relief. There is a diligence route from Innsbruck over the Alps to Colico by the Stelvio road, which is the highest in Europe (9045 feet above sea-level); one from Trent to Venice by the Val Sugana; and one from Trent to Verona by Riva and Lake Garda. The traveler who has abundant time and money may take one of these routes for the sake of the scenery, but the rapid tourist will prefer the railway.

Those going directly north from Milan will select the Splugen Pass. They may halt an hour or two at Monza (eight miles from Milan) to see the Cathedral, which contains the celebrated Iron Crown of Lombardy; the crown is principally of gold and precious stones, and has on the inside a thin strip of iron, said to have been hammered from one of the nails of the True Cross. At Como is the terminus of the railway and the foot of Lake Como; steamboats run to Colico at the other extremity in four hours, or to Bellagio (about half way) in two hours. The best place for a halt on this beautiful lake is Bellagio, and there is enough in the vicinity to interest the tourist for at least a day. Como is the queen of the Italian lakes, and all visitors unite in its praises. From Colico diligences cross the Alps twice daily (in summer) in seventeen hours to Coire, where the Swiss railway system is reached. The principal places on the road are Chiavenna, famous for beer, Splugen, a busy town where several roads meet, and Thusis, at the confluence of the Rhine and Nolla rivers.

From Splügen there is a road to Bellinzona over the San Bernardino Pass (not to be confounded with the Pass of the Great Saint Bernard).

The next pass to the westward is the St. Gotthard. It was formerly an interesting diligence route, but is now rendered prosaic by the tunnel (nine and one-quarter miles long) through the mountains. From Milan to Airolo, the southern end of the tunnel, the route passes several places of little importance, traversing rich fields and presenting an endless succession of pretty views along the valley of the Ticino and its tributaries. The train emerges from the northern end of the tunnel at Geschenen and descends the valley of the Reuss to Flüelen, where it reaches the banks of the Lake of the Four Cantons. Two miles before reaching the lake it passes Altorf, where William Tell shot the apple from his son's head; the incident is commemorated by a statue of Tell in the public square of Altorf, and a village near the town is pointed out as the birthplace of the celebrated marksman.

Another route from Milan is by the Simplon Pass, which affords a view of Lake Maggiore and the Borromean Islands. These islands are near Pallanza, and may be visited from that point; the most interesting are the Isola Bella and the Isola Madre, the former containing a fine garden and chateau, and the latter being laid out in seven terraces, crowned with a picturesque villa. At Pallanza the diligence route begins, or it may be taken at Arona, the terminus of the railway, if one does not wish to make the steamboat journey. The scenery is uninteresting for the first few hours, but gradually improves as we approach Domo d'Ossola, where the mountain road properly begins. From this point over the pass the scenery is often of the grandest character, especially in the ravine of Gondo and near the gallery of the same name. At the summit of the

pass (6595 feet) is the Hospice of the Simplon, which was founded by Napoleon I, and is supported (very poorly) by voluntary contributions. The descent from this point to Brieg, the commencement of the railway to Martigny and Geneva, is quite rapid, and at several places there are magnificent views. From Domo d'Ossola to Brieg is a ride of about eleven hours, and the diligences are usually run so as to make direct correspondence with the railway trains.

A traveler who is entirely willing to "rough it" may go from Turin to Martigny by the Great St. Bernard Pass, but the route is not advisable for the luxurious tourist. About four hours of the journey must be made in the saddle or on foot, as the road from St. Remy to Cantine de Proz is simply a bridle path. Aosta is the starting point on the Italian side, and the journey thence to Martigny may be accomplished in seventeen hours. Two days should be taken for the trip, and the intervening night spent at the famous Hospice of St. Bernard (eight thousand one hundred and twenty feet high). The Hospice consists of two buildings, and is said to have been founded in A. D. 962. Travelers are entertained gratuitously, but are expected to leave enough in the alms-box to pay for their accommodation, unless too poor to do so. It is a lamentable fact that the receipts from tourists who cross the St. Bernard Pass and stop at the Hospice do not equal a tenth of what the same persons would have to pay at a hotel. It is hoped that no readers of this book will be as mean as their predecessors. They are reminded that the pious monks of St. Bernard devote their lives to a work of charity, and that the Hospice, which was very wealthy in the Middle Ages, is now suffering for lack of funds.

The next and last of the mountain passes is that of

Mont Cenis. It is no longer traversed by carriages, as the mountain has been pierced; and the journey from Turin to Geneva may be made in from ten to twelve hours. There are some pretty bits of scenery along the line, and the tourist may stop if he chooses at Modane, Chambery, and Aix-les-Bains. The last-named place is a favorite sanitary resort, and its healing qualities were known to the Romans two thousand years ago. Before the days of the Tunnel the carriage-road over Mont Cenis was the shortest and also the least interesting of the great passes of the Alps. Since the opening of the Mont Cenis and St. Gotthard routes there has been serious talk of a tunnel under Mont Blanc, and it is not improbable that the next decade will witness its commencement, and possibly its completion.

The majority of Swiss tourists enter Switzerland from the north rather than from the south, as there are many persons going for a run on the continent whose time and money do not permit them to visit Italy at all. There are three points of entrance,—Bale, Neuchatel, and Geneva—and it is probable that Bale receives more strangers than the other two places combined. By travelers from London direct it is the most readily reached, and the route to it is emphatically "the shortest and cheapest" of all the roads to Switzerland. From Paris to Bale by express train is a ride of ten hours, to Neuchatel thirteen hours, and to Geneva fourteen hours. The route to Bale is by the Eastern railway of France (*Chemin de fer de l'Est*), passengers for Neuchatel or Geneva go by the Lyons railway (*Chemin de fer de Paris-Lyon-Méditerranée*), their routes separating at Dijon. The principal cities on the route to Bale are Troyes, Vesoul, and Belfort. On the Neuchatel route we pass by Dijon, Dole, and Pontarlier, while on the Geneva route we pass Dijon, Macon,

and Culoz, reaching the line from Turin to Geneva at the latter point. The last two hours of this ride should be made by daylight if possible, as the train skirts the banks of the Rhone in its passage through the Jura mountains, and occasionally seems to threaten to plunge into the stream. Take seat on the right.

Since Bale is the point most easily reached from the north, we will go there to begin our tour of Switzerland. If possible we should not undertake the journey before July nor after August if we intend to go among the higher mountains, as the snows are late in melting and early in falling. But, if we confine our travels to the points reached by railway and the great diligence roads, we can safely start in June or as late as September, though we may find the winds colder at times than is altogether agreeable. On some of the higher passes the snow remains till the middle of July, and occasionally through the entire summer. The expenses are about the same as for a journey in other parts of Europe; and in all the principal stopping-places there are hotels suited to the requirements of every purse. The Swiss are frequently called, and with justice, the best hotel-keepers, and it would be difficult to surpass the great hostelries of the land of William Tell. In most of the hotels the charges are regulated by a carefully-arranged tariff, which is posted in the rooms or open to inspection at the office, so that there is little chance for dispute.

The majority of the Swiss landlords are honest in their dealings with patrons; but occasionally the tourist encounters one who seeks to make much of the stranger within his gates. During his journeys in Switzerland the author several times found his bill increased by mysterious "extras," which had not been called for or furnished, and by others which had been furnished without his

request. For sublimity of impudence in overcharging he gives the palm of merit to the Hotel Bellevue, at Neuchatel. Its manager supplied a carriage for a drive in the city and suburbs at the agreed price of six francs, but charged eight francs in the bill, and would make no deduction. His argument was that the driver expected a gratuity of one franc and had only received eighty centimes. The charges of guides and porters and for carriages and saddle-horses are fixed by an official tariff, which is generally reasonable, though not infrequently it is designed with a view to extracting as much as possible from the stranger's pocket. In all cases it is best to have prices arranged beforehand; and where guides, drivers, etc., are engaged, the amount of gratuity expected should be distinctly understood.

A tour in Switzerland may embrace any time from a fortnight upwards; and those who have only a week at their disposal may see a great deal if they make good use of their eyes. A trip of a month from Bale will include all the principal points in Switzerland, and give a fair allowance of time for each. If the tourist wishes to be more leisurely, or has less time at his disposal, he will do well to read up carefully on the routes, and leave out what appears to him of least importance. The full journey may be set down as follows :

Go from Bale in three hours by the Baden railway to Neuhausen, the nearest station to the falls of the Rhine; or, if you travel by the Swiss line, stop at Dachsen, on the opposite side of the river. After Niagara and Montmorency, the Rhine falls are rather tame, as the total height of the falls and their accompanying whirlpools and rapids is about a hundred feet. They are the largest falls in Europe, but by no means the highest. The best time for seeing them is in June or early July, when the river is

swollen by the melting snows. You will have no difficulty in ascertaining the best points for a view, as there are numerous guides who press their services on strangers. Spend the night at the Falls, and go the next morning to Zurich (two hours by rail). See the town, and go by railway to the Uetliberg (half an hour), which rises fifteen hundred feet above Zurich and its lake, and affords a magnificent view of the Alps and a large area of intervening country.

Spend the night at Zurich, and go in the morning by train to Zug, thence by boat to Arth, and thence mount the Rigi by a "cog-wheel" railway, which has, in some places, an ascent of one foot in five. The ride is interesting and picturesque, and brings you to the summit of the mountain in less than two hours from Arth. From the Rigi-Kulm ("Rigi Summit") five thousand nine hundred and six feet above the sea, and four thousand four hundred and seventy-two above the Lake of Lucerne, the view embraces an area nearly three hundred miles in circumference. On the south are the Alps, with their snow-clad peaks filling the horizon; on the west are the peaks of the Pilatus group; and on the north and east is a more level country stippled with lakes, furrowed by green valleys, bounded in the distance by the chain of the Jura mountains, and streaked and dotted in the nearer portion with roads and farms and villages, apparently without number. In all its features, the view from the Rigi is one of the finest in the world, and there is probably no point accessible by railway that can begin to equal it. Spend the night on the mountain, and, if the morning is clear, get up early enough to see the sunrise. There is no danger that you will oversleep yourself, as the commotion in the hotel and the performances of a vigorous

peasant on an Alpine horn are sufficient to waken you from the soundest slumber.

A morning train from the Rigi Kulm will carry you to Vitznau, whence you take steamboat to Lucerne (two hours altogether), see Lucerne (principal sights, the Hofkirche, Glacier Garden, and Lion of Lucerne) in the afternoon, hear the great organ in the evening, and go next morning (three hours) by steamboat to Fluelen, at the southern end of the lake. Go by the St. Gotthard road (diligence or special carriage) to Amsteg and Andermatt, where you sleep, and go the next day by diligence over the Furca Pass to the Rhone Glacier. The Rhone Glacier is the largest in Switzerland, and an excellent view is obtained from the road as we descend to the hotel. There is yet time to go in the afternoon on foot or by saddle-horse (two hours) to the Grimsel Hospice, where you sleep, and the next day go on to Meiringen (foot or saddle-horse, six hours), visiting on the way the Falls of the Handeck and also the Falls of the Reichenbach, the latter about a mile from Meiringen, and the former on the road down the mountain. The Handeck is a magnificent fall; the river Aare makes a plunge of two hundred and fifty feet over the edge of a precipice, and there are excellent views of the cascade both from above and below. The Reichenbach Falls are three in number, on the river of the same name, and an enterprising pedestrian will find his reward by climbing (one hour) from Meiringen to a point above the upper fall. The tourist may sleep at Meiringen, and then go by saddle-horse or on foot (passing the Reichenbach Falls) over the Scheideck and the Faulhorn, both of them commanding fine views of the surrounding Alps, and by the time he has reached the latter (about seven hours) he will be ready for the welcome of the hotel and its accommodations for sleeping.

Go the next morning down the Faulhorn to Grindelwald, and visit the glacier, where you will enter a grotto hewn in the solid ice, and if you wish to make an excursion on the surface of the glacier you will find the necessary equipments and guides for the adventure. Cross the Wengern Alp (seven hours) the next day to Lauterbrunnen, and after seeing the Staubbach Fall take a carriage to Interlaken. The Staubbach ("Dust brook") is a single fall of nine hundred and eighty feet, and the little stream is turned into spray long before it reaches the bottom of the precipice; the brook at its best is never large, and late in summer it dwindle to a thread or dries up altogether.

Interlaken is prettily situated in a valley, and stands, as its name indicates, "between the lakes." One of the famous peaks of the Alps, the Jungfrau, is visible from Interlaken, and has a prominent place in all pictures of this well-known resort. It is emphatically a town of hotels, and is often densely crowded in summer; for the transient visitor the hotel prices are high enough, but if one chooses to stay a week or more, or will go there very early or very late in the season, he can make his own terms. The inhabitants live almost entirely on the patronage of strangers; in winter they are largely engaged in wood-carving, and the shops displaying the results of their industry are numerous and abundantly stocked.

The morning after reaching Interlaken, go by steamer on the Lake of Brienz (one hour) to the Giesbach Waterfall. This is pronounced one of the prettiest cascades in Switzerland, though it often lacks that important item of a cascade—water. Paths have been made through the forest, bridges thrown over the stream at several points, a comfortable hotel erected, and other improvements carried out with a view to inducing visitors to patronize the place. From the landing-pier on the lake a tramway has

been made for carrying patrons to the door of the hotel, six hundred feet above; there is a double track, with two cars connected by a stout rope, and while one car ascends the other goes down, the descending one being weighted with water.

Pass the rest of the day and all the night at the Giesbach, or you may return to sleep at Interlaken, if you prefer. In the morning go by steamer to Thun, ride (carriage) to Wimmis, and then walk or take a saddle-horse (five hours) to the top of the Niesen, whence there is a fine view of the Alps and of the valleys of the Kander and Simme, with other valleys in the vicinity. The best view is at sunset and also at sunrise; in the middle of the day the light is not favorable for a study of the mountains, though it brings out the details of the low lands in surprising clearness. The next morning a walk or saddle ride of three hours will bring us to Frutigen, a pretty Alpine village, whence we may take a carriage (or walk) to Kanderstag, another Alpine village, with a magnificent view. Sleep here, and then go (walk or saddle) over the Gemmi, in seven hours; if by saddle-horse, you will find that you are prohibited from riding over certain portions of the route on account of its dangers. The end of the journey will find you at the Baths of Leuk; the spectacle in the baths is curious one, and should not be omitted. There are more than twenty hot springs in the neighborhood, and some of them are considered highly beneficial in cutaneous diseases. The bathers are required to sit daily for several hours immersed up to their necks in the water, and as they would find solitary bathing a trifle tedious the managers of the baths have adopted the gregarious plan. There is a large basin, and here the patients sit together, each one wearing a long bathing dress, and having a floating table whereon he may keep

his books and papers or be served with coffee or other beverage. Some of the tables are arranged for card-players, and altogether the patrons have a better time of it than they would alone. The frequenters of the baths are mostly Swiss and French.

Start in the morning from the Baths of Leuk for Leuk Station (two and one-half hours' walk), and then take train (forty minutes) to Vispach, whence you may go (foot or saddle) in four and one-half hours to St. Niklaus. The next morning ascend the Riffel (eight hours), and spend the night there; you will have the satisfaction of sleeping at an elevation of eight thousand one hundred and twenty-nine feet, and unless well supplied with bed-clothing your dreams will be troubled with thoughts of cold. The view from the Riffel has aroused the enthusiasm of many a traveler, and you should not be wanting in expressions of delight. From the Riffel you may ascend the Gorner Grat, eighteen hundred and sixty feet higher than the Riffel Inn (in one and one-half hours), and take the same time for returning; then you may go to Zermatt in two hours, and will be quite weary enough to halt for the night. If you have several days to spare, and are thirsting for adventure, there is no part of Switzerland where you can use your time to better advantage than here. Zermatt is surrounded by some of the loftiest peaks of the Alps, and is the center of operations for the lovers of mountain climbing. Mont Cervin, Monte Rosa, the Rothhorn, and other famous peaks are in full view, and the level of the little village is nearly two thousand feet above that of Chamouny. From Zermatt the first ascent of the Matterhorn (Mont Cervin) was made July 14, 1865, by Lord Francis Douglas, Rev. Mr. Hudson, and Messrs. Whymper and Hadow, accompanied by three guides. They made the journey to the summit without

accident, but on their return one of the gentlemen lost his footing on the edge of a precipice and the whole party, with the exception of Mr. Whymper and two guides, were thrown four hundred feet down the cliff. Their bodies were recovered a short time later and buried in the little cemetery at Zermatt. Since that time a path has been cut over the most dangerous places, and the ascent is made several times every year. Two days are usually taken for the journey, but it can be accomplished in a single day if the start is made at midnight. Only the most experienced climbers should undertake it.

Get away from Zermatt at an early hour for Vispach in order to catch the 5 P. M. train for Martigny. From Zermatt to St. Niklaus (three and one-half hours) is a carriage road, and from St. Niklaus to Vispach (four and one-half hours) there is only a bridle path. The train will carry you to Martigny in a little more than two hours; sleep at Martigny, and go the next day in nine hours (by wagon road over the Tete Noire or bridle path over the Col de Balme) to Chamouny. The next day visit the Montanvert and the Mer de Glace, returning by the Mauvais Pas and Chapeau. There are numerous excursions in the neighborhood of Chamouny, including the ascent of Mont Blanc (fifteen thousand seven hundred and eighty-one feet). The visit to the summit will require two days, and is now an easy matter for good pedestrians.

Leaving Mont Blanc and the lesser mountains undisturbed, we leave Chamouny the morning after our visit to the Mer de Glace, and go to Geneva (by diligence) in six or seven hours. We spend a day among the sights of Geneva, and go by steamer to Lausanne (three hours), where we stop a few hours, and then, by the last steamer of the day, go to Villeneuve at the end of Lake Leman. The next day a carriage will take us to Vevay and enable

us to visit Montreux, Clarens, and the Castle of Chillon, which Byron has made famous; and the later hours of the day may be devoted to a ramble about Vevay and a visit to the church of St. Martin and the Chateau of Hauteville, from which there is a magnificent view. In the morning proceed by diligence and rail to Freiburg (five hours), where you will be interested in the suspension bridge over a deep ravine, and hear the great organ which is played every evening in summer. Go by rail the next day to Berne, the capital of Switzerland, and devote the afternoon to the clock tower, museum, bear-pits, and other sights, not neglecting the curious streets with their sheltering arcades. The railway will carry us the next day to Bale, and complete our journey of a month in Switzerland. We have seen the principal points of interest, have traveled by rail, diligence, special carriage, horseback, and on foot, and can consider ourselves good authority for all future time whenever the mountain region of Central Europe is under discussion.

CHAPTER IX.

SWITZERLAND CONTINUED.—THE RHINE AND GERMANY.

Readers of the preceding chapter may be unable from various causes to make the tour described. They may be limited in time or in pedestrian and equestrian accomplishments, or be lacking in enthusiasm over mountain climbing or mountain scenery. For their benefit we will sketch a few shorter routes, some of them including bridle paths and others avoiding them altogether. Not a few travelers say they go to Switzerland for pleasure, and do not find it when they leave railways and carriage-roads behind them. They can be consoled with the reflection that Switzerland may be fairly done without the use of a saddle and with little more pedestrianism than is necessary for entering or leaving a carriage at railway station or hotel. Our routes will be given in skeleton form, and the reader can look up the details at his leisure.

From Bale go by rail to the Falls of the Rhine, or to Constance and Romanshorn, and thence to Zurich, which will be enough for one day; the second day go by Zug and Arth to the Rigi, and descend in the afternoon to Lucerne; third day by rail to Thun and steamboat to Interlaken, or over the Brunig Pass (six hours carriage) to Interlaken; fourth day see Lauterbrunnen and Grindelwald; fifth day go by railway from Interlaken to Berne, and sixth day from Berne to Vevay; seventh day see Vevay and intermediate points to Martigny; eighth day

go over the Tete Noire by carriage to Chamouny, and spend ninth day at Chamouny; on the tenth day go by diligence to Geneva; see Geneva on the twelfth, and leave Switzerland on the thirteenth for Paris, by way of Macon and Dijon.

The following tour can be made by carriage, steamboat, and railway, with the exception of the route from the Rhone Glacier to the Grimsel Hospice (two hours), and from the Hospice to Meiringen (six hours), on which there is no carriage-road. If the tourist cannot walk, or ride in a saddle, he may be carried by men in a *chaise-à-porteurs*. For this mode of travel he has only to sit in a chair and let his bearers perform the rest of the work. The journey here indicated is a pleasant one, and shows a good deal of Switzerland.

Bale, Zurich, Rigi, and Lucerne, as in the preceding route. Then by steamboat to Fluelen, and thence by carriage to Andermatt in one day; the next day by carriage over the Furca Pass to the Rhone Glacier; the next day to Grimsel Hospice and Meiringen; and the next by carriage to Interlaken; thence go to Berne, Vevay, Martigny, Chamouny, and Geneva, as above. Or if you shrink from the Grimsel Pass you can go from the Rhone Glacier by carriage to Brieg, whence the railway will take you to Martigny; but by so doing you will miss the Bernese Oberland.

If you wish to cross the Alps and see the Italian lakes, you may do as follows:

Bale, Rhine Falls, Constance, Lake of Constance, Lindau or Bregenz, and Coire, where the railway system terminates. Then cross the Splugen Pass to Lake Como, see Milan, and return to Switzerland by the Simplon Pass to Brieg. Or you may return by St. Gotthard railway to Fluelen and Lucerne, whence you may proceed as on the routes already indicated.

Many visitors to Switzerland are loud in praise of the Engadine Valley, which has become quite popular in the last few years. It can be reached by diligence from Coire over the Fluela Pass; and the traveler will find an abundance of hotels, though not always of the best class. The climate of the Engadine Valley, especially in the upper portion, is quite cool, and there is no lack of picturesque scenery. St. Moritz and Samaden are the principal towns.

In all parts of Switzerland, during the tourist season, it is well to secure rooms in advance by mail or telegraph, the latter preferred. This is particularly necessary at the points where the hotels are few in number; and if there is only one hotel, as at the Rhone Glacier, the Grimsel, and other points, it is well to pay for a response, and make sure that rooms have been reserved. Telegrams should be in French or German, as many of the operators do not understand English, and are liable to make mistakes; and moreover they can refuse to send English despatches. Suppose you are a party of three going from Lucerne to the Rhone Glacier. You wish to spend the night at the Hotel Bellevue, in Andermatt, and desire separate rooms. Your telegram will be as follows:

“HOTEL BELLEVUE, *Andermatt*:

“Reservez trois chambres a une lit pour demain (Mardi) soir. Reponse payee a Hotel National, Lucerne.”

In an hour or two after sending the despatch you receive the reply; and if it is affirmative, as it is pretty sure to be, you need give yourself no uneasiness. When you arrive at the hotel you find the manager at the door with a pile of telegrams in his hand. You give your name. He runs over the pile till he finds your telegram, on which he has marked the numbers of the rooms assigned to you, and then calls the servants to show you

to your places. It frequently happens that all the rooms in a hotel are thus engaged, and all comers who have not telegraphed are turned away or must put up with the soft side of a plank for a bed. The Swiss telegraph tolls are very cheap, and the prudent traveler will not fail to make frequent use of the wires.

Routes through Switzerland might be multiplied almost indefinitely, as the country is a network of railways, carriage-roads, and bridle-paths, and every lake large enough to float a boat is sure to boast of one or more steamers. Take as little baggage as possible; a large quantity is difficult to manage on the carriage or horseback routes, while on the railways every pound of baggage that is weighed and received for is charged extra. There is no allowance on the Swiss railways, as in most other continental countries. Trunks and valises may be sent by post on all the railway and diligence routes at a fixed tariff; and thus the traveler who wishes to send his baggage forward to meet him at the end of a pedestrian or equestrian tour may easily do so.

The majority of American tourists visit Switzerland before going to Germany, and therefore find it convenient to terminate their Swiss travels at Bale. From Bale proceed to Strasburg by the railway on the west bank of the Rhine. A few hours will suffice for a view of the Cathedral, which is one of the famous churches of Europe and the principal sight of the city. A church stood on the site during the sixth century. The present building was founded in 1015, and the work of construction was carried on at different periods in several centuries, and is yet incomplete. The Strasburgians claim the spire as the highest in Europe; but the honor is disputed by the cathedrals of Cologne, Vienna, and Rouen, and possibly by one or two others. The platform on the roof gives an admi-

rable view of Strasburg and the surrounding country. The stranger should plan his visit so as to be in the church at noon to witness the performance of its Astronomical Clock, which has a wide reputation. If time remains, take a drive around the fortifications, and visit the market place.

From Strasburg go to Baden-Baden, once the resort of fashionable gamblers. Their amusement was suppressed several years ago, and the place is now visited on account of its healing waters and its delightful situation on the edge of the famous "Black Forest" of Germany. Charming walks and drives abound here. If the stranger goes from Bale by the line on the east bank of the river, he may stop an hour or two at Freiburg to visit its fine old cathedral, dating from the twelfth century.

From Baden-Baden continue your journey to Heidelberg (three hours by rail), where you should visit the old castle, which is the finest in the valley of the Rhine. It was begun in the fourteenth century, and was subsequently greatly enlarged. A large part of it was laid in ruins in the wars which devastated this part of Europe from the fourteenth to the eighteenth centuries; but enough remains to satisfy the desires of the most exacting visitor. In the cellar is the famous "Great Tun of Heidelberg," which was constructed in 1741, and has an interior capacity of forty-nine thousand gallons. There is a fine museum of medieval and other antiquities in another part of the building. The situation is a charming one, and the view from the grand balcony should not be missed.

From Heidelberg go to Mayence, and then descend the Rhine by steamboat to Cologne. If time permits, stop at Coblenz to see the famous fortress of Ehrenbreitstein, which has been called, with justice, the Gibraltar of the Rhine. It stands on a precipitous rock, nearly four hun-

dred feet above the river, and the view from the top is one of the best which the valley of the Rhine can boast. Halts may also be made at Bonn and Konigswinter. The former is celebrated for its university, and the latter, at the foot of "the castled crag of Drachenfels," is a convenient point for excursions among the "seven mountains." Days and weeks may be spent along the Rhine if one has a fondness for beautiful scenery and delights in rambles near the fairy-haunted stream and the hills that surround it. You can hardly go amiss in selecting a landing-place, as the whole of this part of the Rhine is of surpassing loveliness. Drinkers of Rhine wine will see many places along the river which have become familiar to them on the labels of bottles; but if they seek their favorite beverages at the hotels along the route they will be liable to disappointment. Rudesheimer, Geisenheimer, Assmanhauser, and other famous vintages, are easier found in New York and San Francisco than in Mayence or Cologne.

At Cologne (Koln) the principal sight is the great cathedral, which is the chief among Gothic churches, and justly ranks as one of the ecclesiastical wonders of the world. Its construction began in 1248, but the completion has only occurred in our day; and the whole edifice has cost millions of dollars and a vast amount of architectural study. See the cathedral leisurely, and admire everything to which the guide calls your attention. Do not fail to ascend to the roof for the view of Cologne and the wide and winding Rhine. Visit the church of St. Ursula, where the bones of the eleven thousand virgins slain by the Huns are preserved, and, if skeptical as to the number, count them. The veritable "eau de Cologne" can be bought here. There are some forty odd manufacturers, each the only genuine and original; the visitor can

easily get the right article by purchasing at the first shop which comes in his way. If he fails to find a shop, the waiters at the hotel and numerous runners at the railway station can supply him.

Below Cologne the Rhine is flat and uninteresting, and the stranger will wisely refrain from following it to the sea. If he wishes to continue a little longer on its waters he may go to Dusseldorf (five hours), or the railway will carry him there in an hour and a half. The town is chiefly interesting for its art gallery, which contains over fourteen thousand sketches and drawings by famous masters, and a fair supply of modern pictures. The old paintings which formed the Dusseldorf Gallery were carried to Munich in the early part of this century, and have never found their way back again. From Dusseldorf go to Elberfeld, if you are interested in manufactures of textile fabrics ; but, if otherwise, do not leave the train, as there is nothing else of consequence. Dortmund (three hours from Dusseldorf) is the next station of importance. It has about twenty-five thousand inhabitants, and contains a few old churches and some other venerable buildings. There is another railway route between Dusseldorf and Dortmund, passing by Oberhausen and Essen, the latter containing the celebrated steel works of Frederich Krupp. This line is shorter than the one by Elberfeld but passes through a less interesting country.

There are two roads from Dortmund to Hanover, one passing by Minden and the other by Paderborn, with very little to choose between them. Each contains a cathedral, and the country along the lines is much the same. Hanover was once the capital of the kingdom of that name, and is a handsome city, with much activity in manufacturing. The public buildings are finely designed, and the most of them are modern. The new portion of the

city is a sharp contrast to the old town, with its narrow and roughly-paved streets. There is a good museum and an excellent gallery of pictures in Hanover; and the Marktkirche and old Rathhaus in the market-place are well worth visiting. The stranger will not fail to see the new and old palaces in the city, and also the Schloss Herrenhausen, at the end of the long avenue of lime-trees on the northwest side of the town. The buildings are quite extensive, and there is a garden (one hundred and twenty acres), and a gallery of ancient and modern sculpture. Hanover is a favorite resort for foreigners wishing to master the German language, as it is said to be spoken there with great purity.

There is nothing of interest on the direct route from Hanover to Berlin. The tourist is advised to follow the indirect line via Brunswick and Magdeburg, the latter an important manufacturing town, with a cathedral, rathaus, and other buildings worth a delay of two or three hours; and the former containing a fine museum, a cathedral, and some other sights. From Magdeburg the railway line passes near Potsdam; but as the place is only sixteen miles from the great city it is best not to stop at present, but make it the subject of a special excursion from Berlin. Berlin contains nine railway stations. The traveler from Magdeburg will arrive at the Potsdam station, nearly two miles from the center of the city; and on asking for a carriage he will receive a metal check bearing the number of the cab assigned to him. Before taking the number he should state whether he desires a first-class cab (*Erste Klasse*), a second-class one (*Zweite Klasse*), or a baggage cab (*Gepackdroschke*). The latter should be taken if there is much baggage; but the first and second-class carriages will be found sufficient for ordinary purposes. If three or four seats are required be

sure and ask for a "schweispanner," or two-horse carriage, or you may find yourself consigned to a vehicle of only two places.

The hotels on or near the Unter den Linden are the most expensive and also the best situated. The cheaper ones are on the side streets, and there are several of a very fair order near the railway stations. A long and carefully-arranged list may be found in Baedeker's Guide book, together with a list of furnished lodgings for those wishing to make a prolonged stay. Hotel life in Berlin is about at the same rates as in Paris or London, but the accommodations are generally less satisfactory. The stranger who inquires the rate of charges beforehand will generally find his bill less than if he neglects that formality. Prices in the best restaurants are high, while in the cheaper ones the character of food and service often leaves much to be desired. Beer is the prevailing beverage, and many of the breweries are finely fitted up and have restaurants attached.

A walk or drive along the Unter den Linden is the first thing for the stranger in Berlin; it is a magnificent promenade, over a mile in length and nearly two hundred feet wide, and receives its name from the avenues of lime trees that furnish an abundant shade. It is a street of palaces and fine buildings, and has few equals in Europe. At one end is the Brandenberg Gate, and at the other the Royal Palace, the latter on the banks of the Spree, which runs through Berlin and divides it into two sections. Several statues are on or near the Linden, the most important being that of Frederick the Great, at the eastern end. The Palace, the Library, the Academy, and other important buildings are virtually in a single group at the eastern terminus of the avenue. The Royal Palace contains a fine collection of pictures, in which the victories

of the German army have a prominent place. There are numerous portraits of German kings and queens, and unless the visitor has an abundance of time he cannot afford even a passing glance at all of them.

The Museum, close to the Palace, is of the first class, and some of its sections are unsurpassed in all Europe. In the portion devoted to the fine arts there are some noted pictures, and the collection of coins embraces many very rare specimens. There are practically two museums, the new and the old, and neither should on any account be neglected. The lover of art will find several galleries in Berlin, and if he chooses to devote a portion of his time to out-door work he can study the monuments that are scattered through the city and in its vicinity. The tourist will enjoy a ride through the Thiergarten, or Park, and the admirer of wild beasts can feast his eyes on one of the finest zoological collections of modern times. The sights of Berlin can be seen in a hurried way in three or four days, like those of Paris, but a fortnight can be passed there to advantage.

The principal excursion from Berlin is to Potsdam, a ride of little more than half an hour. The town contains a few churches worth a passing glance, but the great object of interest is the Palace of Sans Souci and its surroundings. The whole may be seen in a day; it is advisable to engage a carriage before leaving the railway station, as the distances are long and the walks fatiguing. A local guide is also desirable, as he can make a great saving of time for the stranger. At every step the visitor will be reminded of Frederick the Great, and the tomb of that eccentric monarch may be seen in a vault under the pulpit of the Garrison Church.

The route from Berlin will depend much on the plans which the tourist has formed before his arrival. He can

go in six hours to Hamburg, the principal seaport of Germany, owing its chief interest to its commerce with the rest of the world. In the other direction from Berlin (about four hours) we come to Dresden, generally regarded as the art center of Germany. Its picture gallery contains nearly two thousand paintings, mostly by famous artists, including the Sistine Madonna by Raphael, with its two cherubs, familiar to the majority of educated eyes. A list of the best of the paintings in Dresden would fill much more space than we can spare, and therefore strangers are referred to the official catalogue. The Museum should not be overlooked, and the famous Green Vaults will come next in order after the Gallery. Their collection of diamonds and other gems, of gold and silver work, carvings in ivory, etc., is without a superior in the whole world, and if the time of the traveler is limited he may wisely devote the whole of it to the Gallery and the Green Vaults alone. There are two or three churches worthy of inspection, and the view from the Bruhl Terrace will leave a pleasant memory for the passing tourist.

Among the German cities not yet mentioned we find Leipsic (four hours from Berlin), to which a few hours may be devoted. It is famous for its three great annual fairs, at which there is a large commerce, though much less than before the days of railways. They were instituted hundreds of years ago, and were formerly visited by many thousands of merchants from all parts of Europe, and the bulk of the European fur trade is still conducted there. Leipsic is the center of the German book-trade, and contains more than sixty printing establishments and about three hundred shops for the sale of books. The battle of Leipsic, in which one hundred thousand men perished, was fought in October, 1813, and lasted four days; the battlefield may be seen in a short drive outside

the city, and the spot where thousands of French were drowned by the premature destruction of the bridge is just beyond the Ranstadt gate.

Half way from Berlin to Leipsic is Wittenberg, once the residence of Martin Luther, and containing the church to whose door the reformer nailed his celebrated theses. Going west from Leipsic, we pass through Weimar, capital of the grand duchy of Saxe-Weimar, and a charming old town, once the residence of Goethe and Schiller. Next is Erfurt, with its Cathedral and great bell; then comes Gotha, with Ducal Palace and Museum, and then Eisenach, less famous for anything inside its walls than for the Wartburg, an old palace and castle on an eminence two miles away. We change trains at Bebra, and proceed through Fulda and one or two other pleasant towns to Frankfort-on-the-Main. Observe the monument to Gutenberg, the inventor of printing from movable types, and also that in memory of Goethe. Other sights of Frankfort are the old residence of the Rothschilds, the Cathedral, the Stadel Gallery, the Ariadneum, and the Cemetery. The view of the Bourse between noon and one P. M. is an interesting spectacle, as the most of the mercantile community is assembled at that hour.

Bremen (three hours from Hamburg and two from Hanover), is the second seaport in Germany; it is less attractive than Hamburg, as the shallowness of the river does not permit heavy ships to reach the city. The wharves of the New York and Bremen steamers are at Bremerhaven, forty miles below. The city contains a picturesque Rathhaus or Town Hall, a Cathedral, and a Museum, and there are some delightful promenades in the gardens occupying the old ramparts. A pleasant excursion may be made from Bremen or Hamburg to Heligoland, an island off the coast, which has been an English

possession since 1807. The German language is spoken almost exclusively by the inhabitants, who are chiefly engaged in fishing. Heligoland is a popular resort of Germans during the summer, chiefly for its sea-bathing facilities.

There are other places of interest in Germany, but we have already described more than the ordinary tourist is likely to see. The stranger who has visited Berlin, and afterwards gone to Leipsic and Dresden, will find it convenient to continue in the direction of Prague (five to six hours), the capital of Bohemia, and abounding in historical associations. It is finely situated in the valley of the Moldau, and has a population of nearly two hundred thousand. Its art collections are of little consequence, but it contains many ancient buildings, including the Rathhaus, the Teynkirche or old church of the Hussites, the Kynski Palace, the Church of St. Nicholas, the Burg or Imperial Palace, the Cathedral, and the Abbey of Strathow. The Hradschin is a fine old palace, which no visitor will neglect, and he will find much to attract his attention in the numerous monuments in the public squares, and also in the bridges that span the river. Visit the Josephstadt, or Jews' Quarter, and if time permits take a walk through the Jewish Burial Ground. John Huss was a professor in the University of Prague, and his principal work as a reformer was conducted there.

CHAPTER X.

THE AUSTRIAN EMPIRE. THE DANUBE, SOUTHERN RUSSIA, AND CON- STANTINOPLE.

About five hours' ride from Prague, in a northwesterly direction, is the famous health resort of Carlsbad. The town has twelve thousand inhabitants, and there are double that number of visitors every year; so that the place appears to the stranger to be principally made up of hotels, boarding-houses, and baths. The waters are said to possess great merit in diseases of the stomach, liver, and kidneys, and their patrons come from all parts of Europe, and frequently from America. There are several springs, the oldest and hottest (165° Fahrenheit) being the Sprudel. It has been known for three or four hundred years, and flows with great steadiness and a large volume. The principal ingredients of the waters are sulphate of soda, carbonate of soda, and common salt. The town is prettily situated in a small valley, and there are many pleasant promenades in the neighborhood.

From Prague to Vienna there are three routes, as follows: By Brunn (two hundred and forty-five miles), by Gmund (two hundred and seventeen miles), and by Znaim (two hundred and thirty miles). The time varies from eight to twelve hours, according to the route and the character of the train, and the fares are very nearly the same. The most interesting route is by Brunn, as it abounds in picturesque scenery and passes several towns, of which

Brunn is the largest. It is the capital of the province of Moravia, and is overlooked by the Spielberg hill and citadel, where Baron Trenck died a prisoner, and where Silvio Pellico was confined for eight years. Near Vienna the train passes the battlefield of Wagram, where the French defeated the Austrians in 1809. The battlefield of Koniggratz can be reached by a branch from the main line at Pardubitz (fifteen miles).

On arriving at Vienna secure a fiacre (cab), and drive to the hotel you have previously selected, unless you find its omnibus at the station. Every cab carries a printed tariff, which the driver is bound to exhibit when called for. The omnibus charge will be included in your hotel bill, and the conductor will attend to your baggage. Prices for rooms, lights, and attendance are about the same as for similar accommodations in Paris, and all the servants expect fees for real or imaginary services. Some of the larger hotels have table d'hote or prix fixe dinners, but it is not generally expected that the traveler will take his meals in the house. Restaurants are numerous and cheap. The bill of fare is limited, and includes several mysterious and peppery compounds, with tongue-twisting names. Beer flows abundantly, and is the natural beverage of the Viennese. In settling your bill at restaurant or bier halle you pay the "zoll-kellner" (pay-waiter), whose official badge is a leather bag for carrying copper coin. He expects a few kreutzers for each settlement; and in the larger establishments he pays the wages of the waiters, and sometimes gives a handsome bonus for his place, in addition to receiving no salary for himself. There are many cafes, and the lover of music can always find a grand concert in the evening at some of the "Gartens," or at the Colosseum, or Neue Welt.

The old or inner city of Vienna is called the "Stadt,"

and was surrounded by walls until 1848, when their demolition was begun. Portions of the space thus gained have been utilized for the erection of handsome buildings, and the rest converted into a series of fine streets, called "The Ring." The Stadt is small, and reminds the stranger of "the city" of London. Nine-tenths of the eight hundred thousand inhabitants of Vienna are outside the Stadt and included within "the lines." With its outlying suburbs Vienna has a population of considerably more than a million. The stranger should drive around The Ring for a first view of Vienna; or, if economically inclined, he may make the journey by tramway. The tram-cars of Vienna have designated points for halting, and will not stop between the stations. There are plenty of omnibuses to the suburbs, their principal starting-point being in the Stephan's Platz, and other public squares.

The most interesting streets are the Graben and Kohlmarkt, the former being specially attractive, by reason of its superior width. It is said to have been the moat of the fortifications of Vienna during the twelfth century. Near one end of the Graben is the Stephan's Platz, in which is the famous church of St. Stephen, the finest building of its kind in Vienna and one of the noted churches of Europe. The original church was erected on this site in the twelfth century; but the present edifice dates from the fourteenth, fifteenth, and sixteenth centuries. During the last twenty-five years the building has been extensively repaired, and many crumbling portions have been thoroughly restored. Both in its exterior and interior ornamentation the church is of the highest character. Its walls are massive; the nave is lofty and imposing, and the tower disputes with the towers of Cologne, Strasburg, and Rouen the honor of being the highest in Europe.

The Imperial Hofburg, usually called "The Burg," has been the home of royalty and imperialism for four or five centuries. It is in the Stadt, and is somewhat irregular in form, on account of its construction having embraced several periods. Portions of the ground it encloses are open to the public. They are adorned with monuments in memory of some of the rulers of Austria, and the walls fronting on the squares are of massive construction. Strangers are admitted to the Library, Treasury, Museum, and other collections, on presentation of their cards, or by tickets easily procured from the custodian. There are some ancient manuscripts in the Library and magnificent specimens of minerals in the Museum of Geology. The Treasury is the most interesting collection for the general visitor, as it includes gold and silver work of enormous value, together with diamonds and precious stones sufficient to found a kingdom. The Austrian crown jewels are kept here, and among them is the famous Florentine Diamond, once belonging to Charles the Bold, and lost by him at the battle of Morat. In another room are the crown and scepter of Charlemagne and the sabre of Haroun-al-Raschid, together with other relics of great historical value. The cabinet of coins and antiques adjoining the treasury is one of the finest in Europe.

A mile or more from the Stephan's Platz, and easily reached by carriage or omnibus, is the Belvedere, which consists of two buildings, the Upper and Lower Belvedere, with a fine garden between them. The Upper Belvedere contains a magnificent picture gallery, embracing all the famous schools of art, with works by the most prominent artists. The Lower Belvedere contains a collection of Egyptian and other antiquities, and a fine array of ancient and medieval armor, which was brought from the chateau of Ambras in the Tyrol in 1806. There are

also many works of art, including carvings in wood and ivory, vases and dishes of gold, silver, and crystal, with numerous other things of interest. The Lichtenstein Gallery is the largest private collection in Vienna, and includes some fourteen hundred works of the best artists. Rubens and Van Dyke are liberally represented.

The Prater is an immense park, more than three miles in length, on the southern side of Vienna. It is finely laid out, and has been a public resort since 1766. Before that date it was for two centuries a hunting-ground for the imperial family. The walks and drives in the Prater are unequalled by those of any other park of Europe. In the vicinity of Vienna are the palaces and parks of Schoenbrunn and Laxenburg, and many public resorts where the visitor will never be at a loss for amusement. The sights of Vienna are so numerous that one may easily spend a couple of weeks there, and find enough to occupy his time.

The stranger who approaches Vienna from the west will do well to leave the railway at Passau or Linz and descend the Danube to the Austrian capital. From Passau to Linz is a ride of four and one-half hours, the boat leaving usually at two P. M. The scenery on this part of the river is magnificent, as the Danube winds between mountains and passes several old castles, until on approaching Linz it suddenly emerges into a broad plain. From Linz to Vienna is a steamboat journey of eight or nine hours, far preferable to the railway, though a little longer. Towns and villages are numerous, and there are several castles more or less in ruins. In one of these castles (Durrenstein) Richard Cœur de Lion was kept a prisoner for fifteen months, and was discovered by his faithful Blondel through the performance of an air on a lute. Stein, Grein, and Und are below Durrenstein, and gave

rise to the German witticism, "*Stein Und Grein sind drei Orte.*" Just before reaching Vienna we pass the Kahlenberg, a rounded hill whose summit is reached by an inclined railway.

Descending the Danube from Vienna to Pesth, the tourist will find large and comfortable steamboats that make the journey in about twelve hours. More than half the country along the river is flat and uninteresting, but there are some pretty bits of scenery between Vienna and Pressburg, and lower down, between Komorn and Pesth. Pressburg, forty miles below Vienna, is the old capital of Hungary, and the kings were formerly crowned there; there is a fine view from the Schlossberg, crowned by the ruins of the Royal Palace, which was burned in 1811, and there are pleasant promenades in the neighborhood of the city. At Komorn is an extensive fortress, which played a prominent part in the war of 1849; as we approach Pesth the hills enclose the river on both sides, and the last two hours of the ride are more interesting than any other. Pesth is an important city, with large commercial interests; its progress has been so rapid in the last twenty years that it has been called "the Chicago of Europe." On the opposite bank of the Danube is Buda or Ofen; in 1873 the two cities were united into one municipality under the name of "Buda-Pesth," and large sums have been expended in public works for the combined interest of the two sections. The population is about three hundred thousand, and rapidly increasing; the grain trade has reached enormous proportions. A suspension bridge was thrown over the Danube between Pesth and Ofen in 1849, and two other bridges (one for the railway only) have been recently completed. There are many fine buildings, all of modern construction. There is an excellent picture-gallery, and the city abounds in monuments. Above the

city is an island (the Margarethen-Insel) beautifully laid out into a park at great expense, and liberally provided with baths, restaurants, and music-gardens. On the Ofen side of the river are several bathing establishments, supplied with hot water from natural sources ; these springs have some sanitary repute, and were known to the Romans. Two of them were founded by the Turks, and portions of their buildings are still in use.

We can return from Pesth to Vienna in seven hours by rail,—best views on the left of the train. The country is generally flat, and in the early autumn we seem to be passing through a sea of ripening grain. At several points there are villages and chateaus, and a part of the way the route lies through the extensive possessions of Prince Esterhazy. Near Pressburg the eye rests on a long succession of vineyards. Another and longer route (twelve hours) will carry us from Ofen to Vienna, but it is unadvisable, as it possesses nothing of interest, and makes no compensation for the additional time required.

The majority of travelers who go to Pesth return to Vienna by one of the routes mentioned or by the river (the latter tedious), while a few push on to other parts of Hungary or descend the Danube to the Black Sea, whence they proceed to Russia or to Constantinople. There is not much in Hungary to interest the stranger after he has finished with Buda-Pest, and he will find himself scantily repaid for long excursions away from the Danube. The best plan is to descend the river to Orsova, passing Semlin, Belgrade, and Basiasch, by an express steamer which makes only the principal landings ; the only place on the route worth a delay is Belgrade, which has an extensive fortress, and is the capital of Servia. The express steamer will make the journey in thirty-six to forty hours, while the ordinary steamer consumes fifty to sixty

hours. By rail from Orsova to Pesth, via Temesvar (three hundred and five miles), in ten to fifteen hours. Between Basiash and Orsova is the Defile of Kasan, where the river passes through a chain of mountains piled picturesquely on either side. The scenery here is the finest on the entire Danube. The descent is easily made in times of high water, but when the river is low passengers are carried by land over a considerable portion of the route.

Below Orsova is the celebrated *Demi Kapou*, or Iron Gate of the Danube, where the river is compressed into a channel two hundred and ten yards in width, with a fall of sixteen feet in two miles. The Romans began the construction of a canal around the Iron Gates, and the work has been much discussed in the present century, but political reasons have prevented its completion. From this point to the Black Sea there are no further obstructions to navigation, and the route of the river boats continues to Galatz, ninety miles above the mouth of the Danube. Rustchuk is the principal town passed on the right bank; there is a railway hence to Varna (eight hours), and from Varna a steamship will carry you in fourteen hours to Constantinople. Through tickets by this route may be bought in Paris, Vienna, Berlin, and other cities, and for one who dislikes the sea and does not object to a few inconveniences it is a desirable road to the Turkish capital. Opposite Rustchuk is Gurgievo, whence we may go by rail (two hours) to Bucharest, the capital of Roumania. The city (population two hundred thousand) is large and generally well built; it has considerable commercial activity, and is sometimes called the "Link between the Occident and Orient." Though founded in the twelfth century, it possesses few relics of antiquity, and the chief interest to the stranger is in the

union between the West and the East that he sees in its streets and shops.

Steamers go from Galatz to Odessa in about forty hours, leaving the Danube just below Sulina, an insignificant town which has attracted little attention since the Crimean War. Travelers going to Russia should see that their passports are *en règle*; the proper visas should be obtained through the American Legation at Vienna before leaving that city, and the tourist may thus save himself a vexatious delay. The Russian representative at Bucharest or Galatz can (for a fee of five or ten francs) pass the traveler if he has neglected to attend to the matter earlier. From Odessa the Crimea may be visited with ease; steamers to Sevastopol in eighteen hours, whence there is a railway to the north, or you may drive by carriage to Balaclava and Yalta, a delightful and picturesque ride, and there catch the returning steamer to Odessa or turn aside to the railway. From Odessa there is continuous railway connection to Kiev, Moscow, and St. Petersburg.

With a flying leap we are back in Vienna, ready to turn our faces to the west or north. In the latter direction we ride in ten or twelve hours through an uninteresting country to Cracow (two hundred and fifty-five miles), the ancient capital of Poland, and the scene of the coronation of its kings down to 1764. It belongs now to Austria, and has a population of about fifty thousand. There are several fine buildings, of which the Cathedral and St. Mary's Church are most worthy of inspection. The Salt Mines of Wielizka are sixteen miles away and reached by railway in half an hour. They are nine hundred feet deep, in seven levels or stories, and the annual yield of salt is about forty thousand tons. The passages, stairs, bridges, etc., are estimated at nearly four hundred miles of linear measure. There is a regular tariff for visitors, which is

graded according to the amount of the illumination, and about three hours are devoted to a visit to the mines. The mine contains two chapels, with altars and statues hewn from the solid salt, and there are several ponds which are crossed by boats.

From Cracow we can go to Warsaw, the capital of Russian Poland, where a day will suffice for the palace, cathedral, and other sights. From Warsaw there is a railway to St. Petersburg by Vilna, and another via Smolensk to Moscow. We will look at Russia on a subsequent page.

From Vienna westward we go by rail to Linz, the point whence we descended the Danube by steamer. There are two routes from Linz to Munich, one via Simbach, and the other through Salzburg. The latter place has a delightful situation on the banks of the Salzach, with two castle-crowned hills to watch over it. The streets are clean and well laid out, and the authorities have made liberal expenditures, with the view of attracting numerous visitors. Their efforts have been successful, and Salzburg is now a fashionable resort during the summer months. There are numerous excursions among the hills in the immediate vicinity. Continuing towards Munich, we pass through Traunstein and Rosenheim, both pretty towns with salt-works and salt-baths, but no other attractions beyond the scenery around them.

To a point forty miles from Linz the Salzburg and Simbach routes are one. The Simbach route is less attractive than the other, but is the one principally followed by the through trains between Strasburg and Vienna. There is no place worth a halt, unless the traveler has abundant time and wishes to study the people and scenery of the country. In that case he may stop at Simbach, Braunau, Ried, and Muhldorf, all manufacturing

towns prettily situated on or near the river Inn. Munich will be sure to detain him at least a day or two, as its art collections are famous throughout the world, and the outdoor attractions of the city are of no common character. A week may be spent here to good advantage, if it can possibly be taken from the limited time of a tourist. The city is on the banks of the Iser, and not far from the Alps. Its population is about 200,000, and the expenses of living are not so great as in the other European capitals. There are many students of art constantly in Munich, and a goodly portion of them are from America.

The enumeration of the art attractions of Munich would fill several pages. We will briefly mention the principal sights, which include the Old Pinakothek (fourteen hundred paintings arranged in nine saloons and twenty-three cabinets); the New Pinakothek (modern paintings and a collection of antiquities); the Glyptothek, or Repository of Sculptures (ancient sculptures in a building constructed after the Greek models); the Exhibition Hall, opposite the Glyptothek, and used for the display of the works of Munich artists; the Propylæ, a gateway between the Glyptothek and Exhibition Hall, in imitation of that of the Acropolis at Athens; the National Museum; the Ludwigskirche, a handsome church containing the fresco of "The Last Judgment"; the Siègesthor, or Gate of Victory; the Royal Library; the Festsaalbau, or Building of Festal Halls; the Royal Palace, with the Treasury and Reiche Capelle; Count Schack's Picture Gallery; the Schwanthaler Museum; and the Hall of Fame, with the colossal Statue of Bavaria in front. In going about the city, give attention to the statues and monuments in the public squares and other places. The evening may be passed at the theater, or at one of the many gardens, where the music and beer are both excel-

lent. The Hofbrauhaus, where everybody is his own waiter, is one of the attractions of Munich, and is said to produce the best beer in the city. You buy the beer at the bench where it is drawn, and when the mug needs replenishing you must carry it yourself to the drawing-place. There are delightful promenades in the English Garden and to several points in the neighborhood of Munich.

From the capital of Munich we can go by rail to Ratisbon, or Regensburg, to see the fine cathedral and the Walhalla or Temple of Fame, and thence to Nuremburg, one of the best preserved of the medieval cities of Germany, and the finest example now extant of a walled town. It contains several churches deserving a visit and a castle in Gothic style dating from 1024, and recently restored. Many of the private houses are of venerable appearance and of a style of architecture that is fast disappearing. From Nuremberg we can go to Stuttgart, a charming city beautifully situated, but possessing few ancient buildings or other "sights" to attract the ordinary tourist. When we have finished with Stuttgart we can proceed to Strasburg or Heidelberg (already described), or can enter Switzerland in the region of Lake Constance.

CHAPTER XI.

THE SOUTH OF FRANCE. A TOUR THROUGH SPAIN.

The tourist who wishes to study France before or after seeing the other countries of Europe will find no difficulty in doing so. We have looked at Paris and its environs in a previous chapter, and have glanced at Havre, Rouen, and some other points. If we go south by the great railway to Lyons and Marseilles we pass Macon and Dijon, as already stated. If we stop at Lyons we shall wish to see the cathedral and one or two other churches, the Hotel de Ville and Museum, and must not neglect to walk or ride to Notre Dame de Fourvieres. The latter point is on the summit of a hill, three hundred and fifty feet above the valley of the Saone, and commands a magnificent view of the city and a wide expanse of the surrounding country. Many visitors to Lyons are doomed to disappointment in their search for the silk factories. The weaving is not performed in large establishments, as in England and America, but at the homes of the workmen, and the stranger will hunt in vain for a factory on a large scale. It is said that there are not far from one hundred thousand looms in Lyons, and nearly a quarter of a million of people in and near the city are supported by the silk industry.

About two-thirds of the way from Lyons to Marseilles we come to Avignon, which is picturesquely situated on the Rhone, and has the usual equipment of public library,

museum of antiquities, and picture gallery, none of them of great consequence. There are some ancient buildings more or less in ruins. The most interesting is the old Palace of the Popes, now used as a prison and military barrack. Avignon was at two periods the seat of the Romish Church, and twenty-one ecclesiastical councils were held there between A. D. 1050 and 1725. Its population in the fourteenth century was more than double its present figure (forty thousand). Marseilles will easily repay a visit of a day; and a couple of days may be well employed if they include a visit to the Chateau d'If, which Dumas has graphically described in *The Count of Monte Christo*. See the New Harbor, which is of artificial construction and of great extent, and take a short drive along the coast towards Nice. The public buildings are not worth inspection. Between Marseilles and the Italian frontier we find Cannes, Nice, Hyeres, Mentone, and other winter resorts. Nice is the most fashionable and has the largest number of patrons. Each of these places can prove mathematically that it is better for sanitary purposes than all the others combined, and the reader is referred to their special literature, which can be had in abundance.

Leaving Paris by the Orleans railway, we come to Orleans (sixty-eight miles), on the right bank of the Loire, and prettily situated. It contains a fine cathedral, begun in the thirteenth century, partly destroyed by the Huguenots, and subsequently rebuilt. Two or three other churches, the Hotel de Ville, and the houses of Francis I. and Agnes Sorel will repay a visit. From Orleans we go to Bordeaux, a commercial city of the first importance. It is on the banks of the Garonne, sixty miles from the sea, and is one of the best built cities of Europe. Its commerce extends all over the globe, though it is principally

with England and the United States, and there is a considerable amount of ship-building. The squares, gardens, and streets are handsome, the quays are long and finely built, the theatre, bourse, and other public buildings are commodious and tasteful, and the lover of old churches will be charmed with the cathedral and the churches of St. Michel and St. Croix. There was a city here (Burdigala) before the Roman occupation by the emperor Hadrian; and the antiquarian will be interested in the palace or amphitheater of Gallienus and a few other Roman remains. The wines of Bordeaux have become familiar as household words in the mouths of many Americans.

Continuing southward we reach Bayonne, a handsome commercial port, where the bayonet was invented, but without any architectural interest. Six miles from Bayonne is Biarritz, a watering-place on the Bay of Biscay, which is said to have a delightful climate, can boast of charming views of the Pyrenees, and has excellent facilities for sea-bathing. It was a favorite resort of Napoleon III. and the Empress Eugenie during the days of their glory, and is still blessed with many visitors. The air of Biarritz is said to be more bracing than that of Pau, which is in the same department (Basse Pyrenees), sixty miles from Bayonne, and is a place of great resort in winter. As a residence Pau is preferable on account of its situation and general attractions, which include many charming walks and drives, and visits to the Castle of Henry IV. and other interesting public buildings. There is a handsome park, and a club to which strangers are admitted on presentation by a member. The Pyrenees are forty miles from Pau, and the elevated situation of the place is said to be favorable to diseases of the chest.

At Biarritz we are close to the Spanish frontier, and

can enter the land of bull-fights if we choose. It is not advisable to visit Spain in summer, as the climate is hot and unhealthy; October is quite early enough to go there and the stranger should aim to be out of the country not, later than the end of April. In the upper country it is unpleasantly cold during the winter months, and the winds are violent; one called the *gallego* causes diseases of the eyes, and is said to be so fierce at times as to blow the hair from the back of a dog. Spring and autumn are generally delightful. Traveling is dearer than in France, and it is a common remark that Madrid is the most expensive capital of Europe for a foreigner to sojourn in, with the possible exception of St. Petersburg. The railway trains are slow and their fares high. Accommodations on them are poor, especially for ladies and families, and the hotels are generally uninviting and not much to the taste of one who is at all fastidious. The nervous American is often inclined to lose his temper, as the Spaniards cannot be hurried by anything short of exploding a torpedo beneath them, and not always then. Provide yourself with a liberal stock of patience before starting for a journey in Spain.

Leaving Biarritz for Spain, we reach the frontier at Irun, a pretty town of three thousand inhabitants. From this point to Madrid is a railway journey of three hundred and ninety-five miles, and if time is not precious we may halt at Burgos and Valladolid. Burgos was the capital of the kingdom and province of Old Castile, and has about thirteen thousand inhabitants. Part of the town is on a hill slope, and the whole situation is exceedingly picturesque. There is a large cathedral, a ruined castle crowns the hill dominating the town, and there are several public buildings of magnificent proportions. Valladolid is the capital of the province of the same name, and considerably larger than Burgos; it is built in a broad valley and on

both banks of a river, with several bridges to unite the two sections. There is an old palace and an unfinished cathedral, and many of the sidewalks are sheltered by arcades. If we desire a specimen of a Spanish town of the middle ages, with its walls well preserved, we can stop at Avila for a few hours; the walls are pierced with nine gates, and the Cathedral is a vast structure in the Gothic style. There is much picturesque scenery along the line of railway in this part of Spain, but the country has frequently a desolate appearance, and the stranger wonders how the people can manage to subsist.

We can visit the Escorial on the way to Madrid, or leave it for a special excursion from the capital; if time presses the first-named plan is preferable. It is about thirty miles from Madrid, and a day may be easily passed in its inspection. The Spaniards consider it one of the wonders of the world, and it is beyond question a remarkable pile. Philip II. built it in 1565 in obedience to a vow he made to San Lorenzo before the battle of San Quentin, and instructed the architect to design it in the form of the gridiron on which that holy man was broiled. There are seventeen rows of buildings, to represent the bars of the gridiron, crossing each other at right angles, and there are towers at the corner to indicate the upturned feet of that kitchen utensil. The whole structure is seven hundred and forty feet long by five hundred and eighty broad, and there is a wing four hundred and sixty feet long to represent the handle of the gridiron. The whole edifice contains a palace, a royal chapel, a monastery with two hundred cells, and an almost interminable number of halls and rooms for various uses. There are four thousand windows, fourteen gates, and eighty-six fountains; the work was carried on for twenty-one years, at a cost of nearly twenty million dollars, and the church in the center

of the Escorial would be by itself a structure of no ordinary consequence. The tombs of the Spanish rulers since Charles V. are in this church, that of the founder being the most elaborate.

Madrid is in the middle of a large plain, which is somewhat broken at and near the capital; the city has a population of nearly four hundred thousand, and its palaces are on a magnificent scale. Many of the streets are wide and the drives are among the finest in Europe; on pleasant afternoons there is a gorgeous display of carriages drawn by the horses for which Spain is famous, and occupied by dark-eyed beauties in the picturesque costume of the land. Near the center of the city is the Puerto del Sol, a large square enclosed with fine buildings, and often crowded with all classes of the population till a late hour of the evening. The Manzanares River flows past the city at certain seasons; it has the reputation of becoming so dry in summer that its bed must be sprinkled to keep down the dust. The principal streets radiate from the Puerto del Sol, and the stranger will find it best to establish himself at one of the hotels near that place.

The Royal Picture Gallery is one of the largest and finest in the world; there are more than two thousand paintings of the highest class, including forty-six works of Murillo, sixty-five of Velasquez, fifty-eight of Ribera, ten of Raphael, sixty-four of Rubens, sixty of Teniers, forty-three of Titian, thirty-four of Tintoretto, and twenty-five of Paul Veronese. The Royal Palace covers an area of two hundred and twenty thousand square feet, and is an enormous edifice of granite and white marble, on the site of a Moorish alcazar. The interior decorations include frescoes and paintings by famous artists of Spain and other countries, and the Palace Library contains more than one hundred thousand volumes and many manuscripts.

of great value. The *Armeria Real*, or Royal Armory, is a magnificent collection, and among the articles displayed there are the suits of armor worn by Christopher Columbus, Hernando Cortes, and other men whose names are famous in Spanish history. Do not fail to see the Royal Stables and their collection of carriages, and if you are numismatically inclined you must visit the collection of coins in the Palace Museum. The churches are not particularly interesting, but it is worth while to visit a few of them, particularly San Francisco, the handsomest, and St. Atocha, famous for its miracle-working image, whose praises have been sounded by devout poets and others for many years. If you are in Madrid in the bull-fighting season visit the Plaza de Toros for a glimpse at the national amusement of Spain. Be sure and get a seat in the shade (*al sombra*), and if you are a party buy a box and go early. The chances are many that you will not remain long; the performances are generally disgusting to an American, and he is glad to escape from the spectacle of horses blindfolded and then gored to death by the bulls. The sport is less fashionable than formerly; the royal family never goes to witness a bull-fight, and the best people of the city follow their example. Occasionally the bulls kill their human assailants, and a priest is always waiting at the side of the ring to administer the last sacrament, provided there is sufficient time for it. An incident of this kind is not allowed to interfere with the sport.

From Madrid to the south of Spain the best plan is to visit Toledo, which is reached by a branch fourteen miles long, and then to proceed on the main line without returning to the capital. Just before reaching the branch we come to Aranjuez, where there is an immense palace and some fine gardens; there is a grand view from the roof of

the palace or from its upper windows, embracing the valley of the Tagus and portions of the provinces of New Castile and Aragon, and in a fine day the prospect covers an immense area. All around the city there are extensive gardens, and the situation is the more striking on account of the broad waste that surrounds it. Toledo is on a rocky hill above the windings of the Tagus, and is protected by walls in the most exposed positions. The architecture of the houses has many Moorish features, as they are mostly built around courtyards, with fountains in the center. The Cathedral is large and one of the handsomest in the country, and there are several other churches worthy of note. The Royal Palace is in a half-ruined condition, but is sufficiently well preserved to indicate its former greatness. The traveler who desires a genuine sword of Toledo may find it here, and he may visit the factory where the weapon is made if he has the time to spare. It is about two miles from the city, on the banks of the Tagus, but the articles it produces are much inferior to the original blades which made the fame of the place of their manufacture.

Returning to the main line, we take the train to San Juan, where we change for Cordova and Seville. There are several towns on the route, but none are of importance if the traveler is at all in a hurry; they have a general resemblance to each other, and a view of one will answer for all. Cordova has a fine situation on the banks of the Guadalquivir; its chief attraction is its wonderful Cathedral, which was formerly a Moorish mosque, and was converted into a Christian church after the expulsion of the Moors from Spain. The city is surrounded by walls partly Roman and partly Moorish, with occasional restorations by the Spaniards. There is a bridge over the river with Moorish arches on Roman foundations, and many

traces of the Roman occupation may be seen in a drive through the town.

From Cordova we have two routes to choose from. We may go to Malaga, making a detour on the way to Grenada and its celebrated Alhambra, or we may go to Seville (four hours), and thence (in five hours) to Cadiz. A good plan is to go directly through to Cadiz from Madrid or Toledo, and then return to Seville and afterwards to Cordova. Or we may visit Cordova, Seville, and Cadiz in succession, go thence to Gibraltar, and from Gibraltar to Malaga and Grenada. The ride from Cordova to Seville is through a pretty country, with frequent groves of orange, olive, and other trees. Seville has a population of one hundred and forty thousand, and the majority of its houses are in the Moorish style; the Cathedral is the most important of all the churches of Seville, and is on the site of the Grand Mosque erected by the Moors. The organ of the cathedral is one of the largest in the world, and there are many fine paintings by Murillo and other celebrated artists. The Alcazar, or Moorish palace, is considered equal to the Alhambra of Grenada by many visitors. The tower called the Giralda (near the Cathedral) is three hundred and fifty feet high, and of Moorish construction; an enormous figure in bronze on the top is said to turn with the wind. The Government Tobacco Factory is worth an inspection, and the lover of the bull-ring can here see one that will hold twelve thousand spectators. A day will be sufficient for the sights of Seville, but if we are not in a hurry we shall find a longer stay agreeable, as there are charming walks and drives in and about the city. The guides at the hotel will arrange for us to witness a dance of Spanish gypsies at a reasonable price.

On the road from Seville to Cadiz we can halt at Jerez (or

Xerez), a pretty town on an elevation above the valley of the Guadelete. Great quantities of wine are produced in the neighborhood, and the word "sherry" is a corruption of the name of the place whence the beverage is supposed to come. If we can obtain admission to the immense cellars where the wine is stored we shall see something of interest. About two miles from the town there is a celebrated monastery built in the Doric style of architecture, and abounding in statues, many of them of a high order of merit. At Cadiz we are in a Spanish seaport, and one of the oldest cities of Europe; it was founded by the Phoenicians about 1100 B. C., and has been successively held by the Carthaginians, Romans, Goths, Arabs, and Spaniards, and besieged by the English and French. It is on a promontory which gives it a great sea-front in proportion to its size, and has a clean appearance on account of the material used for building purposes. It has one bull-ring, two theaters, two cathedrals, several other churches, and thirteen convents. We may go hence by steamer to nearly all parts of the world; the commerce of Cadiz is important, and the city holds the undisputed rank of being the first port of Spain.

From Cadiz the traveler may visit Lisbon by sea or rail. The former is preferable, as the railway route is long and there is not much to see on the way. The position of Lisbon is one of the most picturesque in the world; the city is built on a series of hills and rises in an amphitheater, and the harbor is one of the most capacious in Europe, though too much exposed to the wind to give entire safety to ships. There are the usual sights of a large city,—cathedrals, palaces, churches, and other public buildings,—and the melancholy interest of the stranger is roused on seeing traces of the great earthquake of 1755, in which forty thousand persons perished. There is direct

communication by rail from Lisbon to Oporto and other cities of Portugal, and also to Madrid. Several lines of mail steamers touch here or make it their point of departure, so that the tourist will have no difficulty in making up his route. If we have come from Cadiz we shall naturally proceed northward to Oporto or eastward to Madrid;—if our arrival was from the latter city, we will go south to the part of Spain nearest the Mediterranean.

From Cadiz to Gibraltar is a run of six or eight hours by steamer.—We enter the Straits and turn around the point of Europe to the great rock which is considered one of the strongest fortresses in the world. There is little to see at Gibraltar except the fortifications and the rock on which they stand; the excursion on the back of a donkey and with a guide will take about four hours. We shall verify the truth of the saying that Gibraltar is a vast honeycomb, in which each cell is occupied by a cannon, and as we look from the platform on the summit of the rock our vision embraces two continents, an ocean, and a sea. If we have a couple of days to spare we can go to Tangier (thirty miles) and get a glimpse of life in a Moorish city; if ladies are of the party they can visit a harem through the influence of the guide or the hotel-keeper, but the bearded sex will not be thus favored.

Seven hours by steamer carry us from Gibraltar to Malaga, whence we may go by rail to Grenada. The sights of the latter city are the Alhambra, of which all the world has heard, and the Cathedral, a magnificent structure, containing the tombs of Ferdinand and Isabella, and other Spanish rulers, together with many fine paintings. There are few sights at Malaga beyond the location of the city, but of course the stranger will take in the Cathedral, which contains some good paintings; the climate of Malaga is extremely mild in winter, and for this

reason it is a favorite health resort for English and American invalids. The country back of Malaga produces wine, oil, raisins, figs, almonds, oranges, lemons, limes, and other tropical or semi-tropical fruits, and the chief trade is in the exportation of these articles. From Malaga we may proceed along the coast by steamer to Almeria, Cartagena, Alicante, and Valentia, and from the latter point we have choice of railway or steamer to Barcelona, and thence to Perpignan and to France.

At present the only lines of railway between France and Spain are those passing by Irun on the north or Perpignan on the south. A convention has been arranged for piercing the Pyrenees about midway of the great isthmus; France and Spain have agreed to divide the expense of the work, and it will be placed under guarantees of neutrality similar to those relating to the Alpine tunnels. The completion of this enterprise will be an important event, as it will shorten the time and distance between Paris and Madrid and open up considerable areas of country to commerce.

CHAPTER XII.

BELGIUM AND HOLLAND.

Belgium and Holland may be seen in a couple of weeks if the traveler is pressed for time; but of course the greater number of days that can be devoted to them the better. Travelers from England in the direction of Belgium will land at Ostend by the route from London or Dover, or at Antwerp by steamer all the way from the British capital. If they prefer to visit Holland before Belgium they will take the direct route from London to Queensboro, thence by steamer to Vlissingue (Flushing), and from there by rail to Rotterdam. Or they may go by steamer to Rotterdam direct, or to Antwerp, and from Antwerp by rail in two hours to Rotterdam. If they come from France or Germany they will have no difficulty in arranging their routes, as there is a perfect network of railways through both Holland and Belgium, and a careful study of the map and time-table will enable a stranger to move about with great rapidity. In Holland it is well to try a ride in a canal boat, just for the novelty of it; but a single experience will be quite sufficient, as this conveyance is not noted for speed or comfort.

The principal cities of Belgium that the tourist wishes to see may be briefly described, as they are neither large nor numerous. We will suppose we have landed at Ostend, either from one of the Dover steamers (five hours) or from a steamer of the General Navigation Company, which has been twelve hours on the way.

Ostend has about twenty thousand inhabitants, and is the second seaport of Belgium, Antwerp being the first. Its commerce is principally with London and other English ports, and the number of continental passengers annually going through Ostend is very large. Of late years it has become quite fashionable as a watering-place, as it has good facilities for sea-bathing, and is easily reached from London or from Brussels. It has nearly two hundred fishing-boats, and more than half the sea-fish consumed in Belgium are caught by the Ostenders. The principal attractions are the Digue, or dike, which fronts the sea and is about a mile in length. It is the fashionable promenade of visitors during the season, and is close to the bathing-place. Those who are interested in oyster culture should visit the Huiteries, or oyster parks, where oysters are fattened and made ready for market. The Fish-market is a curious place, and the visitor, between seven and nine o'clock in the morning, may witness a "Dutch auction." The auctioneer fixes a high price on a pile of fish, and then calls it out. There is no response, and he gradually lowers his figures till somebody accepts, and brings the transaction to an end.

The expeditious traveler may go from Ostend to Brussels in a single day (seventy-seven miles), and take in Bruges and Ghent without difficulty. Take an early train for Bruges (half an hour), and leave your baggage at the station. Hire a cab and a guide. The latter is not altogether necessary, but as the guides and commissionaires are numerous, cheap, and importunate, it is well to have one to keep the rest away. The principal attractions are the Cathedral, the Church of Notre Dame, the Belfry Tower, Chapelle du Saint Sang, Hospital of St. John, the Academy and the Palace of Justice. All these buildings are curious and interesting. They abound in fine

pictures and other works of art, including the statue of the Virgin and Child, attributed to Michael Angelo and pronounced among the finest works of that master of sculpture. The pictures of Memling in the hospital of St. John are unrivalled in their way; and it has been remarked that a view of these paintings would alone repay a long journey to Bruges. In the church of Notre Dame are the tombs of Charles the Bold, Duke of Burgundy, and his daughter Mary, wife of the emperor Maximilian.

From the railway station the train carries us in one hour to Ghent, or *Gand*, as it is called in French. The city is much larger and more prosperous than Bruges. Of late years it has devoted much attention to manufactures, and it has been long famous for its productions of lace and cotton goods. It now claims a population of one hundred and thirty-five thousand. In the fifteenth century its weavers alone numbered forty thousand, and could put eighteen thousand fighting men into the field. When the weavers were going to and from their meals no one else ventured into the streets, and all the drawbridges were closed till the great crowd had ended its movements. The visitor at the present time is in no danger of being trampled to death by these workmen, and the streets have usually a gloomy appearance. Leave your baggage at the station and take cab and guide, as you did at Bruges. Visit the Cathedral, the Hotel de Ville, the Marché de Vendredi, Marché aux Herbes, Marché aux Grains, and the Beguinages. The cathedral is of no great consequence externally, but its interior is specially interesting and shows the architecture of several centuries. There are many fine paintings in the cathedral, including "The Adoration of the Immaculate Lamb," by John and Hubert Van Eyck, which has been pronounced the most extensive and imposing example of the Flemish school. Don't fail

to climb the belfry close to the cathedral for the sake of the view from the summit.

Each of the *Marchés*, or market places, is surrounded by venerable buildings and is full of historic interest. The Beguinages are two nunneries, one with three hundred and the other with seven hundred members, the first being inside the city, and the second outside the walls. The inmates are unmarried women or widows, who pay a fee of one hundred and fifty francs on entering the establishment, and contribute not less than one hundred francs a year for their board. Much of the fine lace of Ghent is made by them; and if the stranger wishes to purchase specimens of this work he can do so at the office of the manager. These nunneries were founded in the thirteenth century; and the Grand Beguinage, outside the city, is of itself a considerable village, as it consists of eighteen convents, numerous houses, and a church, all laid out into streets and squares. The objects of the Beguinages are a religious life, combined with care for the sick, and they admit women of all ranks to their privileges. When one of the members becomes dissatisfied and wishes to return to the world she can do so, and her entrance fee is restored to her.

There is little to see between Ghent and Brussels. At the latter city there is enough to detain us two or three days; and if we go to Waterloo another day will be required. Brussels has, with its suburbs, a population of four hundred thousand; and there are said to be six or seven thousand English residents and at least three thousand Germans. The city is built partly on low land on the banks of the Senne and partly on elevated ground a little back from the stream. From several points of the upper town there are fine views of the lower. The upper town is the handsomest and is mainly the residence of

the better classes of the inhabitants, while the lower town is the great workshop and industrial centre. The Royal Palace and most of the government buildings are in the upper town, and in modern times fine streets and boulevards have been laid out there. Brussels has been called a miniature Paris, from certain real or fancied resemblances, which the traveler may seek for himself. French is the fashionable language, and many of the upper classes speak no other, while the laboring population are equally familiar with Flemish and unable to converse in French. The business community generally is fluent in both tongues.

The park and boulevards are pretty and well kept, and form a delightful promenade, either in a carriage or on foot. The Royal Palace is an interesting pile, and contains some good paintings, and the Palace of the Academies is close to it; so that the whole may be embraced in a single visit. In the Place du Congres is the Congress Column, erected in memory of the congress in 1831, when Belgium received its constitution. The cathedral is on the slope overlooking the lower town. It dates from the thirteenth century, but the construction was carried through several hundred years, and the entire building was restored less than thirty years ago. The cathedral is especially rich in stained-glass windows, the earliest belonging to the period of the commencement of the church, while the latest are of the present day. From noon till four P. M. the works of art are exhibited, and it is well to time one's visit accordingly. The picture gallery of Brussels is the finest in Belgium, owing to recent additions. It was formerly the property of the city, but is now owned by the Belgian government. All the schools of art are represented by works of the highest class, and the student will be tempted to linger long within its walls.

Perhaps the most interesting spot in Brussels is the Place de Hotel de Ville, in the lower town, as it is surrounded by old and handsome buildings that reflect great credit on their architects. The principal front is towards the market place, and is more than four hundred years old. It is a fine specimen of the Gothic style, and has latterly been restored. The interior can be visited on application to the custodian. It contains several fine paintings, chiefly by Flemish artists, and, in some of its features, resembles the Doge's Palace at Venice. From the top of the tower (three hundred and seventy feet high) there is a fine view of Brussels and the surrounding country. See the guild houses and the Halle au Pain, and also the Martyrs' Monument in the Place des Martyrs. While the ladies of the party are inspecting laces in some of the shops, the gentlemen may visit the Mannikin Statue at the corner of the Rue de Chene and Rue de Greve. Don't forget the Musée Wiertz in the Rue Vautier, containing the works of an eccentric artist, who refused to sell his pictures. After his death they were purchased by the government.

You can go to Waterloo by rail, by coach, or by private carriage, the last being most independent and dearest (twenty to thirty francs). In going by rail, the best plan is to go to Waterloo station, and walk thence by Mont St. Jean, La Haye Sainte, La Belle Alliance, Plancenoit, Hougoumont, and the Lion Hill (about eight miles in all), to Braine l'Alleud station. The coach leaves Brussels daily at half-past eight A. M., and returns at four P. M., allowing two or three hours for seeing the battle-field. Guides are abundant and reasonably intelligent. Relics of the battle are for sale everywhere, and the supply is kept up by the factories of Birmingham. The boot of the Marquis of Anglesea, whose leg was amputated on the evening after the battle, is exhibited at a house in Water-

loo village; and the visitor can purchase a square inch or so of the leather for a shilling. Two or three boots are thus cut up every week during the visiting season. Many traces of the battle are seen in the ruined and shattered walls of Hougoumont, La Haye Sainte, and La Belle Alliance; and, with a good guide and a map of the field, the positions of the contending armies can be clearly made out. The best general view of the field is from the summit of Lion Hill, an artificial mound two hundred feet high, surmounted by a bronze figure of a lion.

It is a ride of an hour (twenty-seven miles) from Brussels to Antwerp, passing through Malines (Mechelin) famous for its laces and possessing a fine old cathedral of the fourteenth century. Antwerp is on the river Schelde, sixty miles from the sea, and is the chief seaport of Belgium. It has had strange vicissitudes in its history, as the figures of its population will show. In 1568 it numbered one hundred and twenty-five thousand, which fell to fifty-five thousand in 1589, to 40,000 in 1790, increased to seventy-three thousand in 1830, and to nearly two hundred thousand in 1881. The city is strongly fortified, and it has been estimated that one hundred and seventy thousand men would be needed to make an effective siege. Its commerce is with all parts of the world, but chiefly with Great Britain and Germany. The docks are extensive and well worth a visit. The first of them were built by Napoleon I. when he determined to make Antwerp the principal seaport of Northern France. Important additions have been made from time to time, and new docks are still in contemplation. The principal sight of Antwerp is the cathedral, which has few superiors among the churches of Europe, and contains the famous masterpiece of Peter Paul Rubens, "The Descent from the Cross." The picture is in the south transept of the

church, while in the north transept is "The Elevation of the Cross," which some critics have pronounced little inferior to the first. "The Assumption," by the same artist, is the third in rank, and has been sharply criticised for the ponderous figure seated in the clouds. There are several other paintings in the church, but the visitor will give them slight attention and devote his time to the works of Rubens.

Flemish art is finely represented in the museum of Antwerp. The best pictures are by Rubens, Quinten Massys, Van Dyck, Jordaens, Laes, Van Rysdael, John Van Eyck, and Rembrandt. There are about seven hundred paintings in the collection, the most of them gathered from the suppressed monasteries and convents. The best picture is a crucifixion, by Rubens, showing the two thieves on the right and left of Christ and the soldier giving the thrust of the lance. There are some excellent paintings in the church of St. Jacques and the Plantin Museum. If time permits, make a visit to the fish-market in the morning, and to the zoological garden in the afternoon.

Other places of interest in Belgium include Ypres, which was famous in the fourteenth century as the centre of the cloth-making industry of Belgium. It had a population of two hundred thousand, and the chief occupation was the manufacture of textile fabrics. Diaper linen is named from this city (d'Ypres). At present it has only fifteen thousand inhabitants, but the most of its public buildings remain to attest its former greatness. The Cloth Hall is the largest and most interesting building of its kind in Belgium, and its construction occupied the whole of the thirteenth century. Close to the Cloth Hall is the cathedral of St. Martin, built in the thirteenth century, and containing some fine carvings in wood, together with old frescoes and stained glass. The meat market

contains the Museum, where there are many Belgian antiquities and some pictures and drawings by artists who lived in the days of the prosperity of Ypres. The city may be reached most conveniently from Ostend (thirty-five miles).

Lille is about fifteen miles from Ypres, and on the road from Calais to Brussels. It is an important manufacturing centre, its products being cotton, woolen, and linen goods, machinery, oil, and chemicals. Its prosperity is shown by the doubling of its population in the last twenty years. The Hotel de Ville contains a fine picture gallery, in which all schools of art are represented. The streets and boulevards are beautifully laid out, and the old churches contain several objects of interest. Tourists who are familiar with manufactures will find much in Lille to attract their attention.

Liege is another manufacturing point of great prosperity. It is sixty miles from Brussels in a southeasterly direction, and has a population of one hundred and twenty-five thousand, its chief industry being the manufacture of weapons of all kinds. Most of the work is done by the artisans in their own houses in the same way that the silks of Lyons are woven. About one hundred and eighty firms are engaged in the business, and their establishments are called factories, though little is done in them beyond the examination and "assembling" of the pieces, in case a weapon consists of more than one piece. The city is on the banks of the Meuse in a pretty situation, and the large number of chimneys rising from within its municipal limits evince the industry of the inhabitants. Liege is on a bed of coal, and some of the veins pass beneath the city and the river. The coal mines are extensively worked, and the stranger who is curious to see the manner of operating them may be admitted at certain

hours on introduction to one of the superintendents. In the city there are handsome streets and boulevards. In the Square d'Avroi is an equestrian statue of Charlemagne, who is said to have conferred privileges on Liege which led to its prosperity. There are some handsome buildings in Liege, and there is a bridge (Pont des Arches) crossing the river on five flat arches, and standing on the site of a bridge erected in the sixth century.

Thirty five miles from Liege in the direction of the Rhine is Aix-la-Chapelle (German, Aachen), a little beyond the frontier, but properly included in a tour of Belgium, especially if the traveler is on his way from Brussels to Cologne. It is an important railway center and has a large interest in manufactures of various kinds. The German emperors were crowned here down to 1558, and their portraits, the chair of Charlemagne, and other interesting relics are carefully preserved. The Cathedral and Town Hall are the principal buildings of interest, the former containing the tomb of Charlemagne, and the latter some interesting frescoes. Aix-la-Chapelle is famous for some springs which are accounted beneficial in diseases of the skin and other maladies. The temperature is about 130° F., and the waters are strongly impregnated with sulphur.

From Antwerp to Rotterdam (sixty-three miles) is a railway ride of two and one-half to three and one-half hours, or if we prefer a journey by steamboat we can make it every Tuesday, Thursday, and Saturday, in nine hours. The railway traverses a flat country to Roosendaal, the Dutch custom-house and frontier station, about twenty-five miles from Antwerp, and the junction for the Flushing & Breda line. Further on it crosses the Hollandsch Diep, an arm of the sea nearly two miles wide, by means of an iron bridge, which is a fine specimen of

engineering work. From this point there is a steamboat to Rotterdam twice a day, but the majority of passengers continue their journey by rail. The principal place on the route is Dordrecht, usually called Dort by the natives;—it is the oldest town in Holland, and in the middle ages was the most wealthy. It contains a cathedral of the fourteenth century, with some admirable carvings in wood, and there are a few good pictures in the Museum.

The steamboat journey from Antwerp to Rotterdam carries us among the nine islands that form the Dutch province of Zeeland. The most of the land is below the level of the sea, from which it is protected by enormous dykes or embankments, the water that finds its way through the earth being pumped out by windmills and in many places by steam. For centuries the Dutch have maintained a steady battle with the ocean, and though the latter sometimes obtains the mastery his triumph is of short duration. Patient industry and eternal vigilance have no better illustrations than in the efforts of this people to reclaim wide areas of land from the sea and to hold them when once reclaimed. The bursting of a dyke sometimes causes immense destruction; on one occasion three thousand persons lost their lives, and the tract that was covered was not reclaimed for many years afterwards. We pass the forts that guard the approach to Antwerp and have witnessed fierce engagements in days gone by; the first Dutch place on our route is Fort Bath, which is of less importance to-day than in former times. We thread a series of canals and creeks, pass through the Hollandsch Diep, and thence by a short creek into the Maas, which we follow to Rotterdam. The principal objects in the landscape along the route are windmills, as the low shores hardly present a single elevation on which the eye can rest. Long before reaching his destination

the traveler gets his fill of windmills, and would willingly make over a liberal number to his nearest relatives.

Rotterdam is the second commercial point in Holland, and has a population of one hundred and fifty thousand. It is fourteen miles from the sea and on the right bank of the Maas, and there are numerous canals running through the city, so that a great many houses have water communication very near their doors. Numerous bridges over these canals give carriages and foot passengers free circulation, but at high tide so many of them are open that the pedestrian finds locomotion somewhat tedious. Ships discharge their cargoes at the doors of the warehouses, and the business of handling is reduced to a minimum. Rotterdam has a very large foreign trade, and there are many steam lines plying to English, French, Russian, Mediterranean, and East Indian ports. On the river front there is a magnificent quay, over a mile long, called the Boompjes; small steamers start from here for all parts of Holland, and there are generally several large ships and steamers anchored before it. The Boompjes is an attractive spot for the stranger, and he should not fail to take a leisurely walk along its entire length.

At the upper end of the Boompjes there are two bridges, one for carriages and foot passengers and the other for the railway. The latter is continued through the city in the form of an iron viaduct a mile in length; it rests partly on iron pillars and partly on piers of solid masonry, and is so high in the air that it gives interesting views into the upper windows of the houses. The principal attractions of Rotterdam are the Church of St. Lawrence, a Gothic edifice of the fifteenth century, with a lofty tower from which there is a fine view of the city, and the Boyman Museum, which contains an excellent collection of pictures, chiefly by Dutch masters. Visit the Exchange at one P. M.

to see the assembled merchants of the city; the upper part of the Exchange contains a collection of scientific instruments and an industrial museum.

Go from Rotterdam to Amsterdam by way of the Hague, Leyden, and Harlem. Three miles out is Schiedam, famous for its two hundred and twenty distilleries of gin flavored with the juniper berry, and seven miles further is Delft, once celebrated for the ware which bears its name. At present there is only one pottery in operation, and the town has the quietude of a cemetery. The Prinsenhof, or Palace, now used as a barrack, was the scene of the murder of William the Silent in 1584;—the mark of the bullet which killed him is pointed out in the wall of the staircase. See the *Oude Kerk*, or old church, containing the monument of Van Tromp and other heroes of Dutch naval history, and the *Nieuwe Kerk*, with the monument of William of Orange.

Five miles from Delft is Gravenhage (better known as the Hague), the capital of the Netherlands, with a population of about one hundred thousand. It is the handsomest city in Holland, as it contains many broad and fine streets and its buildings are of a superior order of architecture. The Binnenhof is a straggling pile of buildings founded in the thirteenth century and enlarged by many subsequent additions; it contains several interesting halls, and a portion of it is devoted to the Picture-gallery, one of the best in Holland. Among the famous paintings in the gallery are Rembrandt's "School of Anatomy," Paul Potter's "Bull," and Rembrandt's "Simeon in the Temple." There are three other fine pictures by Rembrandt, and also celebrated works by Jan Steen, Gerard Dow, Terburg, Adrian Van Ostade, and Adrian Van der Velde. All the schools of art are represented, and the most of them by paintings of the highest class. The gallery is

open from ten to four in summer and ten to three in winter, with the exception of Sundays, when it does not open till half past twelve. It is closed on New Year's day and on two or three of the principal festivals. The Municipal Museum contains some good pictures, and the Netherlands Museum is devoted to products of the industries of the country and to a fine collection of antiquities. Do not fail to see the statues of William of Orange and Prince William I, and the magnificent monument in memory of the independence of Holland in 1813.

Three miles from the Hague is Scheveningen, which is to the Dutch capital what Manhattan Beach is to New York. It may be reached by steam-cars, tramway, cab, or canal boat, the first being less desirable than the others. The best route of all is by cab or tramway along the Old Road, which was constructed in the seventeenth century, and is beautifully shaded with trees nearly its whole length. There are many handsome villas along this line, while the New Road has none, and is destitute of shade. The village of Scheveningen is quite picturesque. It has about twelve thousand inhabitants, chiefly employed in fishing. The beach in the morning presents an animated scene, as the fish are sold there by "Dutch auction," which has been already described. About twenty thousand visitors go to Scheveningen every year to bathe, and there are plenty of hotels to meet the wants of every purse. The sand dunes back of the beach are paved with bricks for a distance of about a mile, forming a pleasant promenade, while the beach is one of the most agreeable on the Atlantic coast of Europe. On the beach is an enormous bath-house and an abundance of restaurants for the accommodation of those who remain only a few hours and do not wish to patronize the hotels.

Leyden is ten miles from the Hague, and has a popu-

lation of about forty thousand. In the days of its prosperity it counted over one hundred thousand; but it suffered greatly from a siege by the Spaniards and by the breaking of the dykes that protected it. The Burg, the Stadthuis, and the church of St. Pancras are the principal buildings of interest. The stranger will enjoy a walk through its streets, as there are many private dwellings of the architecture of past centuries, some of them bearing curious decorations. There is a museum of antiquities, and also museums of Natural History and Ethnography. The Botanic Garden is worth a visit, especially for its collection of exotics from the East Indies, which are kept in large hot-houses and carefully tended. Several famous painters of the Dutch school were natives of Leyden, but the city contains very few of their pictures.

Harlem is eighteen miles beyond Leyden, and is a clean and pretty city of forty thousand inhabitants. It has the usual array of public buildings; and the stranger is advised to climb the tower of the cathedral for the fine view from the top. There is a museum containing a few excellent pictures. Franz Hals is the principal artist represented, and the collection of his works is said to be the finest in existence. There are many flower gardens in and around Harlem, and a considerable business is done in the exportation of the products of horticulture. If you have time (three hours), make an excursion to Bloemendaal, a pretty village three miles from the city. It is beautifully laid out and has many handsome country residences, surrounded by groves of trees.

From Harlem to Amsterdam is a ride of ten miles in an almost direct line. On the right, a portion of the way, is the *Harlemmer Polder*, which was reclaimed (1840 to 1853) by draining an arm of the sea, eighteen miles long by nine in width. The general depth of the water was

fourteen feet, and the work of diking and draining required an expenditure of about six million dollars. About seventy-two square miles of land were thus taken from the sea, and its present value is far beyond the cost of reclaiming it. The soil is of remarkable fertility, and ten thousand people now live in the area which was only made habitable in 1853.

Amsterdam is the largest city of Holland (population three hundred and seventeen thousand), and the principal seat of its commerce. It was founded in the thirteenth century, and received its name from the dam which was built across the Amstel where it enters the "Y," as the arm of the Zuider Zee is called. Most of the Dutch commerce with the East Indies centres at Amsterdam, and the city has steamship connection with all the principal ports of Europe. There is a large manufacturing interest, and altogether it is one of the most prosperous cities on the continent. There are canals running through all parts of Amsterdam, so that the city is divided into ninety islands, which are connected by more than three hundred bridges. All the buildings rest on piles, and the work of construction is enormously increased by the labor and expense of making a foundation. Sometimes the weight of an edifice causes it to sink in the mud, and occasionally the piles are eaten away by the *teredo*, or wood worm. Many thousands of dollars are expended every year to prevent the disappearance of Amsterdam beneath the waves of the Y. The business centre of the city is around a large square called the Dam, and close to the original embankment which gave name and existence to the place.

The stranger should first visit the Palace, which fronts on the Dam and is the finest building in the city. From the top of the tower a general view may be had of the city and its surroundings, as far as Harlem in one direc-

tion and to Utrecht in another. The network of canals through and beyond the city, the villages and towns covering the plain, and the forest of masts and rows of buildings at the spectator's feet form a curious sight. The building was originally intended for a town hall, and its numerous rooms are richly decorated with sculptures and paintings. Near it is the Nieuwe Kerk, a handsome Gothic church erected in the fifteenth century and restored in the seventeenth. Monuments to Dutch naval heroes are among the adornments of the interior. Opposite the palace is the Exchange, which has a general resemblance to the Bourse of Hamburg or Frankfort, and should be visited between 1 and 2 P. M. On a corner of the square is the Zeemanshoop (Seaman's Hope) a society which includes nearly all the sea captains and many of the merchants engaged in foreign trade.

The Stadthuis, or town hall, contains many fine paintings by Dutch artists; but the best gallery in all Holland is in the museum in the Trippenuis. Here are "The Night Watch," by Rembrandt, and "The Shooting Gallery," by Van der Helst, two of the best works of those celebrated masters, both of whom are represented by several other paintings of great merit. The gallery contains nearly six hundred paintings, mostly belonging to the Dutch school, together with a fine collection of engravings and etchings by Rembrandt and others. There are four or five private collections and small museums accessible to the public; but the visitor who is pressed for time will be content with what he has seen in the Trippenhuis. The Zoological Garden is claimed to be the finest in Europe, and certainly it has no superiors. The harbor should receive attention, as it presents a busy scene, especially since the completion of the canal which connects Amsterdam directly with the North Sea, and permits the

passage of ships drawing twenty-two feet of water. A glance at a map will show the great advantages of this canal over the old route which ships were obliged to follow before its completion.

Six miles from Amsterdam, and accessible by steamer six or eight times daily, is the town of Zaandam, famous for having been the residence of Peter the Great when he was studying navigation and ship-building in a Dutch dockyard. The hut where he lived is protected by a roof supported on columns of brick. It is a simple affair of only two rooms, and would have disappeared long ago but for the care taken to preserve it. According to tradition, Peter occupied the hut for several months; but the best authorities say he only remained at Zaandam for a few days, as he was unable to preserve his incognito, and was so beset by crowds of idlers that he returned to Amsterdam, where the chances of concealment and study were better.

A couple of days may be devoted to a tour of North Holland, and, if the traveler moves with celerity, he may accomplish the trip in a day. Go by the Purmerende steamer to T'Schow, and take passenger barge to Broek (pronounced Brook), two miles from the main canal. Broek has the reputation of being the cleanest town in the world, and justly deserves it, but at the expenditure of a vast amount of muscle devoted to scrubbing. The houses are mostly entered through the cow-stables, which frequently serve as parlors or reception-rooms. The cow is to the inhabitant of Broek what the pig is to the Irish peasant, and she receives the homage of the rest of the family. Returning to the canal, go by steamboat to Alkmaar, and then by rail to Helder, returning by the same conveyance to Amsterdam (fifty miles). The excursion to Alkmaar and Helder carries the traveler through a

region of remarkable fertility. He will see some fine specimens of horned cattle, and may witness the process of cheese-making. Near Helder he may visit the island of de Burg, which is used as a pasture for thirty-four thousand sheep, that sometimes yield a hundred tons of wool in a single season. The great Helder dyke, a stone embankment five miles long and twelve feet wide at the top, will repay a visit. It slopes into the sea for two hundred feet, at an angle of forty degrees, and its base is always covered at the lowest tide.

Utrecht is twenty-two miles from Amsterdam, and contains a fine cathedral, a small picture gallery, and the mint where all the money of Holland and its colonies is coined. The surrounding country is very pretty, as it contains the residences of many wealthy Hollanders, who have spent their money freely in making handsome parks and gardens. Several charming excursions may be made in the neighborhood.

CHAPTER XIII.

DENMARK, NORWAY, AND SWEDEN.—THE LAND OF THE MIDNIGHT SUN.

Comparatively few tourists go farther north than Germany; for the benefit of the few who may wish to visit Denmark and Scandinavia we will make a brief sketch of a trip in that direction.

Hamburg is the best point of departure. The railway will carry us through Schleswig-Holstein, the provinces which were recently taken from Denmark and annexed to Germany, where the country is generally flat and there is comparatively little to interest the stranger. There are two ferries between Hamburg and Copenhagen, one over the Little Belt and the other over the Great Belt. The through time between the cities is about sixteen hours. Baggage registered through to Copenhagen is not examined till it reaches its destination, but the traveler will do well to look after it at Vandrupp, the Danish frontier station.

Another route is by rail from Hamburg to Kiel and thence by steamer in six or seven hours to Korsor, passing among several small islands and rarely far from land. From Korsor to Copenhagen is a railway ride of nearly four hours. Another route, specially recommended to those who prefer water travel to a long ride by rail, is from Hamburg to Lubeck by train (two hours), and thence by steamer in sixteen hours to the Danish capital. The steamer starts in the afternoon from Lubeck, so that the

traveler spends the night on the water and has the day before him at Copenhagen. Three or four hours may be spent to advantage in Lubeck before leaving, as the city contains several quaint and curious buildings, most of them around its market-place, so that a long walk is not required. The approach to Copenhagen by the Lubeck route is exceedingly pretty, and the tourist should be on deck soon after daylight.

Copenhagen has a population of two hundred and twenty thousand, and is situated on both sides of a narrow strait separating Zeeland from a small island that is supposed to have been connected with it ages ago. It has a fine harbor, and was founded in the twelfth century on the site of a small fishing village; its growth was so rapid that in less than one hundred years it was the capital of Denmark and its most important city. The Kongens Nytorv (King's New Market), in the center of the city, is a handsome square or open space, from which thirteen streets radiate, and the traveler who makes only a short stay will do well to lodge in its vicinity. Take a drive through the principal streets, and then visit the Thorwaldsen Museum, which is the great attraction of Copenhagen. The Museum contains many originals in marble, together with plaster casts, drawings, models, etc., by the great sculptor; it is a quadrangular edifice, two stories high, with the tomb of Thorwaldsen in the center.

The Picture-gallery is in the Christiansborg Palace. It contains specimens from all the schools of art, but the preponderance is given to the Dutch painters, whose works are more numerous than any other and of better quality. Rembrandt is especially prominent, not only with his own paintings but those of his pupils. The great halls of the Palace are worth visiting, and if time permits take a walk through the Royal Stables. The other sights

of Copenhagen are the Fruekirke, or Church of Our Lady, the Museum of Northern Antiquities, Museum of Ethnography, the Exchange, and the Church of the Redeemer. Visit the Tivoli in the evening for a study of the out-door amusements of the people, and if you have time for excursions around the city you will find the environs very pretty and attractive. Devote a day to an excursion to Helsingor (better known as Elsinore), going by rail and returning by steamboat, or vice versa. Either way the ride is delightful, and the wooded shores of the Sound make a marked contrast to the deep blue of the water. At Elsinore the English-speaking tourist will be shown through the Castle; the points which Shakspere made famous in Hamlet will be exhibited. The platform on which the ghost walked is not omitted, and the positions of Hamlet and his friends when the shade of the king appeared to them are included in the programme. Ophelia's grave and the brook where she committed suicide are among the sights of the place; the grave was constructed by an enterprising hotel-keeper a few years ago, and the brook was selected by an American actor, who said Ophelia might have been drowned there if she watched her chance after a heavy shower. There is a fine view of the Swedish coast from the platform of the Castle, and the large number of vessels navigating the Sound make an animated picture.

Copenhagen is the most convenient point of departure for Norway and Sweden. Cross the strait to Malmo (sixteen miles) in an hour and a half, or to Landskrona, about same time and distance, and then go north and east by rail. Or, when starting for Elsinore, we may leave Copenhagen for good and cross from the scene of Hamlet's troubles to Helsingborg, on the Swedish coast, and about three miles away. - Our space forbids a detailed

description of Sweden; suffice it to say that we may proceed by rail to Stockholm, passing several important towns, where we may halt or not as we choose. The through time is about seventeen hours by express (once daily each way), and from twenty to twenty-five hours by the way trains.

A pleasanter route is by steamer (twelve hours) to Goteborg or Gothenborg, and thence by steamer (three days) through the Gotha Canal, a waterway formed by a series of canals connecting several lakes and rivers. The steamer is carried around several falls and from lake to lake by means of locks, and at one point it is three hundred and sixty feet above the level of the sea. The time required for passing the locks can be utilized in strolls in the neighborhood, and there is nearly always a sufficient number of interesting sights to make the hours pass pleasantly. The first halt is at the Falls of Trolhätta, where there is a succession of six cascades with an aggregate height of one hundred and eighty feet. The passage of the locks requires two hours, so that there is abundant time for studying the falls and obtaining a lasting impression of their beauty. The most important lakes on the Gotha Canal route are Venern and Vetter (Wenner and Wetter), and sometimes the wind stirs them into a condition of roughness. There is picturesque scenery at almost every turn of the steamer, and the popularity of the route for travelers in Sweden is increasing yearly.

Stockholm is sometimes called the Venice of the North, on account of the islands on which it stands and the canals and rivers that pass through it. To the eye of the stranger it presents a pleasing appearance, and the majority of visitors are charmed with the city and its situation. One's interest will be divided between the picture-galleries,

palaces, churches, and other stock sights of a capital on the one hand, and the beauty of the surroundings on the other. He can hardly go amiss in seeking an agreeable excursion in the environs, and his movements are facilitated by numerous ferry-boats, steam launches, and larger craft plying in all directions. (For a detailed description of Stockholm and its environs consult Baedeker's Guide to Norway and Sweden.)

From Stockholm by rail to Christiania, the capital of Norway (345 miles), is a ride of nearly twenty-four hours. Halts may be made at Hallsberg, Karlstad, Kil, and Charlottenberg, for pleasant excursions among the lakes and mountains; the last-named place is just before the Norwegian frontier is reached, and the customs officers generally make a slight examination of the trunks of the traveler who is entering Sweden. Those going to Christiania are not disturbed till they reach the capital. There are no towns of consequence between Charlottenberg and Christiania.

Christiania may be reached by steamer direct from London and other English ports, and also from Hamburg and Bremen. The city is prettily situated, and nearly all of modern construction; there are few public buildings to delay the traveler, and he may easily see the place in a day and be ready to leave. From Christiania northward there is a railway to Throndhjem; the trains are rather slow in their movements, but more expeditious than the steamer along the coast. The latter passes by Stavangar, Bergen, and other active towns, and the halts are sufficiently long to allow ample time for seeing all the interesting features of the route. The steamers are nearly always among the islands of the coast, so that the traveler of tender stomach has little danger of sea-sickness. From every stopping-place one can make excursions over

the carriage roads or among the famous fiords of this northern land; he may essay the poetry of the carriage to his heart's content; loiter in fishing or other boats; and if he inclines to hunting or fishing there are plenty of facilities for the sport. The tourist in Norway must be prepared to "rough it," as the accommodations by the roadside are of limited character, and the bill of fare abounds in monotony. The sights in the towns along the coast are pretty much the same, and those who care little for natural scenery and outdoor exercise, but delight in churches, palaces, castles, and first-class hotels, would do well to think twice before venturing farther than Christiania. Bergen, Stavangar, and Throndhjem have a few churches and other buildings worthy of inspection, but there are not enough of them to repay the fatigue of the journey.

The majority of travelers to Throndhjem have their thoughts fixed upon a voyage to the North Cape and inside the Arctic Circle, with a view of the sun at midnight. Throndhjem is usually the starting point for this voyage, but it may also be made in steamers from Christiania, Bergen, or Hamburg. The time for the voyage is between the middle of June and the middle of August, the bulk of the travel being in July. Early and late in the season the boats are not crowded, but in July they are filled to their utmost capacity, and the tourist must put up with a very small space for a period varying from two to three or four weeks, according to the movements of the steamer. It is not enough to order and pay for a place in advance; you must go aboard the steamer as soon as she arrives in port, or hire somebody to do so, and when once you have secured your berth be deaf to all arguments designed to turn you out. Do not be surprised if somebody ejects your baggage and deposits his or hers in its place while

you are temporarily absent; proceed to put things in *statu quo* with the least possible delay, and appeal to the captain in case of opposition.

The voyage from Thronjem to Hammerfest takes five or six days, the steamer touching at Bodo and Tromsoe on the way, in addition to several less important halting-places. At Tromsoe there is generally sufficient delay to enable the passengers to visit a settlement of Laplanders with their herds of reindeer in the Tromsdaal, about two hours from the landing-place. The captain should be notified before leaving Bodo, so that he can telegraph for boats and guides to be ready on the arrival of the steamer at Tromsoe. Hammerfest is the most northerly town in the world, and so far in the Arctic Circle that the sun can be seen at midnight from the 14th of May to the 29th of August. It has a population exceeding two thousand, and its chief trade is in fish and its products. If time permits, ascend the Tyven, a hill twelve hundred feet high, for the view of the Arctic Ocean. It is customary to ascend it, so as to see the sun at midnight, especially if the time of the visit is very early or very late in the season. Beyond Hammerfest the steamers generally proceed to Vadsoe, around the North Cape. The voyage occupies two and one-half days each way, and most of the vessels remain at least a day in Vadsoe, so that the traveler has all the time he desires for sight-seeing, where there is very little to be seen. If he does not return by the boat that brought him he must remain an entire week for the next steamer of the same company. Vadsoe has a population of fifteen hundred, half of whom are Finns, and the rest Norwegians and Lapps. The majority of travelers return from Hammerfest after visiting the North Cape by a local steamboat or by a row-boat from Gjesver, the third landing-place from Hammerfest and nine miles from the cape.

In round figures, the voyage from Throndhjem to the North Cape and back consumes two weeks; but the traveler should allow not less than twenty days for the excursion. The expense will not be heavy, as the cost of transportation and lodging (such as it is) is about three dollars a day, and that of meals and steward's fees two dollars more. The meals are sufficiently good to ward off starvation, but far from the standard of the Inman and White Star steamships between New York and Liverpool. On many of the steamers there are no state-rooms, the passengers sleeping on the sofas in the saloon, and troubling themselves very little about seclusion. There is always a separate cabin for ladies, and as there is very little darkness between Throndhjem and Bodo in July, and none whatever beyond, nobody cares to make a change of clothing, as it is difficult to realize that there is any night. It is the lotos-land, "where it seemed always afternoon," and very early afternoon at that.

CHAPTER XIV.

RUSSIA, ALGERIA, EGYPT, AND THE HOLY LAND.

A visit to Russia may be made from Berlin, Vienna, or Constantinople, and also by a voyage up the Baltic. The tourist who finds himself in Stockholm may go by steamer from that city to St. Petersburg in about forty hours, touching at Abo and Helsingfors, where he remains quite long enough for a cursory view of those places. The voyage up the Baltic may be made from London, Hull, and other English ports, and also from Hamburg and Stettin; the time from London or Hull is from five to seven days, and the journey in this way is cheaper by far than the long ride by rail. From Berlin to St. Petersburg is a railway ride of forty hours, passing through Elbing and Konigsberg in Germany, leaving the frontier at Eydtkuhnen, and entering Russia at Virballof, where passports and baggage are examined. At whatever point you intend entering Russia, be sure that your passport is in order or you may be subjected to a vexatious delay. It is best to have the proper *visas* attached in the last capital city on your route, and this can be done expeditiously through the legation of your country. In case you reach Eydtkuhnen without a passport, you must return to Berlin without entering Russia; if you have a passport, but without a Russian visa, you must wait a day at the frontier while the document is sent to the Russian consul at Konigsberg for his endorsement. The station-master will attend to

the matter, and of course he expects to be paid for the trouble he takes. Five dollars will cover the fees of both consul and station-master.

Carry as little baggage as possible, as the customs regulations are severe; leave all books behind you, with the exception of railway and other guides; the censors are watchful about literature, and will confiscate anything concerning which there is the least doubt. They have a keen eye for revolutionary documents, and have been known to seize a work on astronomy because it contained a chapter on "the revolutions of the earth." With your passport and baggage all right you will find the Russian officials the most polite in the world, but if those things are not in order the frontier of the dominions of the Czar is a vexatious place. Comfortable sleeping cars are on all the Russian railways, and as the journeys are long it is well to secure your place in advance by means of the telegraph. On the express trains from Berlin there are generally sleeping cars running through to St. Petersburg, which are carefully examined at the frontier to prevent smuggling.

Between Virballof and St. Petersburg (five hundred and sixty miles) you pass through Kovno and Vilna, the latter being the junction of the line from Warsaw. Further on is Pskof, the chief town of a province of the same name, and two miles from the railway station. It contains an interesting kremlin (fortress) and several churches that will repay visiting if the traveler is not pressed for time. Near the capital we come to Gatchina, celebrated for its trout, and containing an imperial residence, but we have so many palaces before us in our journey through Russia that we will not stop here. At the station in St. Petersburg there will be a crowd of *isvostchiks* or drivers; and there are generally English or French-speak-

ing guides waiting for chance customers. It is best to engage one of the latter, unless the tourist has telegraphed to a hotel to send a carriage and commissionaire to the station to meet him. The droshky drivers are obliging but noisy, and their volubility is somewhat confusing to a stranger ignorant of their language.

If the traveler arrives by steamer he will be landed at the quay directly from the vessel, or sent by rail or river steamer from Cronstadt. If he comes from Vienna instead of Berlin, he will pass through Cracow and Warsaw (already mentioned) and reach the main line at Vilna. Or he may prefer to come from Vienna, through Warsaw and Smolensk, to Moscow, and see the modern capital after he has visited the ancient one. If he comes from Constantinople or from the Danube, he will land at Odessa or Sevastopol, whence there is railway communication with Moscow and St. Petersburg, by way of Kiev or Kharkoff.

We will leave the details of Russian sight-seeing for the larger guide-books, and confine our observations to the routes of travel. A short trip may be made by entering the Empire from Berlin, as indicated, going from St. Petersburg to Moscow, and departing through Smolensk and Warsaw to Vienna. St. Petersburg can be seen in a week, together with the most of the interesting places in the neighborhood; then two days should be taken for a visit to Novgorod the Great (do not confound it with Nijni Novgorod) which lies about fifty miles from the line of railway to Moscow. Returning to the railway, proceed to Moscow, or, if you leave out Novgorod, you may go from St. Petersburg to Moscow direct in nineteen hours. A week will be enough for Moscow, and if it is the time of the fair at Nijni Novgorod (July and August), do not omit it. A quarter of a million people from all parts of Russia and from northern and central Asia are

assembled there for purposes of trade ; the stranger sees a perfect kaleidoscope of costumes, while the confusion of tongues is said to equal that of the Tower of Babel. The express train leaves Moscow in the evening and reaches Nijni the next morning (two hundred and fifty miles). If the stranger only spends a day at the fair he may be in Moscow on the second morning after he left it.

From Nijni Novgorod you can descend the Volga by steamboat to Kazan, a city half Russian and half Tartar in character, and from Kazan to Samara, Saratov, and Astrachan, the latter being near the entrance of the Volga into the Caspian Sea. From Astrachan go by steamer along the Caspian Sea to Baku, and then by rail through Tiflis to Poti on the Black Sea, whence there is regular communication by well-appointed steam lines to Odessa, Galatz, or Constantinople. Or, you may leave the Volga steamboat at Tsaritsin, and a railway will carry you in an hour or two to Kalatch on the Don, which you may descend to the Sea of Azof, reaching the latter body of water at Rostof. Steamers run from Rostof to the Crimea and Odessa, whence you may proceed to Constantinople or the Danube by steamer, or by rail to Moscow. If you do not care to see the latter place again you may go from Kiev to Warsaw by Jitomar and Lemberg, or by Lemberg and Cracow to Vienna. Three weeks will be sufficient for the journey from Nijni to Odessa by the Volga and Caspian, or two weeks by Tsaritsin and the Sea of Azof. The ride from Odessa to Moscow requires about forty hours, and there is usually a change of carriages at Kiev or Kharkoff. The remarks about sleeping-cars in the opening paragraph of this chapter will apply to these lines.

Traveling in Russia is dearer than in most other parts of Europe, and the tourist should add not less than

twenty-five per cent. to his estimates in comparison with those for Germany, France, or Switzerland; he would even do well to add fifty per cent., as the railway journeys are very long and the fares high, while the cost of hotel accommodations is visibly greater than elsewhere. Remember that it is almost as difficult to get out of Russia as to get into it; your passport must be indorsed by the officials "*pour sortir*," and a couple of days are frequently consumed in the operation. Have the business attended to by your consul rather than by the hotel-keeper or a commissionnaire, as the hotel-keeper is human and very likely will manage it so that you will be detained two or three days longer in his establishment than is necessary. You cannot leave Russia until you have satisfied all pecuniary claims; if you have any outstanding bills your creditors file them with the police and the passport is held until the irregularities are adjusted. The hotel-keeper generally takes charge of your passport when you arrive at his house, and holds it till you leave; he thus has a certainty that you will not depart without the formality of paying your bill, for the simple reason that you cannot get away.

The winter tourist will quite likely wish to visit Egypt, Algeria, or the eastern shores of the Mediterranean, generally called the Levant. We will sketch a few routes for his benefit.

From Marseilles there are four or five steamers weekly (thirty to thirty-five hours) to Algiers, and one every week for Bone and Tunis. There is a fortnightly steamer from Gibraltar to Oran, whence there is a railway (fourteen hours) to Algiers. Algiers is a favorite wintering city, and generally filled with English-speaking people from November to April. There are steamers three times a week to Philippeville, whence there is a railway (sixty miles) to

Constantine; there is a diligence daily from Algiers to Setif, whence there is a railway to Constantine, but the journey is not to be attempted by an invalid. A journey to the Desert of Sahara may be made from Constantine, partly by rail and partly by diligence, as far as the Oasis of Biskra, and the week it requires will be well employed. From Constantine go by rail to Bone, and from Bone by steamer or rail to Tunis, the latter preferable if the country is quiet and the line in operation. From Tunis there is regular weekly communication by steamer with Marseilles, Naples, and Malta;—the traveler who intends visiting Egypt should go to Malta, whence he can easily find passage (seven hundred miles) to Alexandria. Tripoli may be reached by an occasional steamer, but it is hardly worth visiting.

Egypt may be reached as follows:

By weekly steamer (French) in six days from Marseilles to Alexandria, touching at Naples.

By weekly steamer (Austrian) in four days from Trieste, touching at Brindisi and Corfu.

By weekly steamer (English) in three days from Brindisi, direct.

By weekly steamer (Italian) in five days from Naples, touching at Messina and Catania, and occasionally breaking down.

By fortnightly steamer (French) from Marseilles, touching at Naples, Syra, Smyrna, and several Levantine ports. This is known as the "indirect," and takes about fifteen days for the voyage. The fare is double that of the "direct" steamer, and passengers holding through tickets (good four months) are permitted to stop wherever they choose, and take a succeeding steamer of the line without extra charge.

By weekly steamer from Southampton (English) in

twelve days, touching at Gibraltar and Malta, and landing passengers at Port Said, if it is not convenient to enter the harbor of Alexandria.

By weekly steamer from Liverpool (English) in fourteen days to Alexandria, touching at Gibraltar and Malta:

There are many irregular steamers from English and Mediterranean ports to Alexandria and Port Said, so that the traveler will have no difficulty in getting to Egypt. The fare is not far from seventy-five dollars from Marseilles, Naples, Brindisi, or Trieste, and one hundred dollars from Liverpool or London. It varies according to the season, and the figures are higher on some lines than on others. The ships are large and well fitted, and the table is usually satisfactory to a traveler of ordinary desires. English or French steamers preferable.

From Alexandria to Cairo is a railway ride of four or five hours (one hundred and twenty miles). A day will suffice for a hurried view of Alexandria, but a week will not satisfy one's curiosity at Cairo. The Egyptian season is from November to March inclusive. Before November it is too warm for comfort, and about the beginning of April the hot winds from the desert set in and render departure desirable. January and February are the most delightful months at Cairo. For the voyage up the Nile there are two modes of travel, one by steamer, and the other by sailing-boat, or *dahabeah*. The steamers leave weekly from the beginning of December to the end of February, and make the round trip to the first cataract and back in twenty days. They have a fixed schedule for stoppages and sight-seeing, and all the passengers must conform to it. The conductor rings a bell or blows a whistle when the time is up at any given point, and then there is nothing to do but to move on. The cost of the round trip is (or was) forty-six pounds sterling, and is

supposed to include all fees for donkeys, guides, etc., in addition to passage and food. Wine and other beverages are extra, and there are many "squeezes," more or less legitimate, connected with the voyage, so that the expense is swelled to more than fifty pounds before the return to Cairo. The steamers are managed by a tourist company, which sells tickets to anybody without regard to age, sex, health, religion, or nationality, so that a steamer party on a Nile voyage is a social, and sometimes unsocial, hash involving many mysteries.

Recently steamers have been placed on the Nile between the first and second cataracts, to run in connection with those on the lower part of the river. The round trip to the second cataract takes two weeks longer than to the first cataract, and the fare is correspondingly increased.

The voyage by sailing-boat, or dahabeah, is much the more independent mode of travel, as you choose your own party and take your own time. You can hire the boat by time or by the course, and whichever plan you adopt you will wish you had taken the other. If you go by time, it is the interest of the captain to keep you on the river as long as possible, and he will invent all sorts of excuses for doing so; if you go by the course, he will hurry you along as fast as he can, and you frequently find that he has sailed past a place during the night where you specially wished to stop. The best system of hiring is a combination of the two. You charter the boat by the course, and stipulate for a certain number of days of stoppages at points which you are to name. From fourteen to twenty days delay are the ordinary stipulation; and the voyage to the first cataract and back may be made in fifty to seventy-five days, and to the second cataract and back in seventy to one hundred days, including the stoppages.

The cost of a good boat and dragoman will be, to the first cataract and back, about fifteen hundred dollars for two persons,—for four persons two thousand dollars. Five or six hundred dollars must be added in each case for the second cataract. For a large party the cost will be proportionally less. The figures named are for a first-class boat and dragoman, and everything “swell.” A modest boat, second-class dragoman, and economic outfit may be had for less money. The lowest figures known to the writer, in two visits to Egypt, were two hundred and sixty-five dollars each for a party of five to the first cataract and back, with fourteen days allowance for stoppages.

Always have the contract carefully drawn at your consulate (fee \$5.00), and do not trust to your own intelligence, no matter how “smart” you consider yourself. Do not start for the second cataract later than the first of December, nor after the beginning of January for the first cataract. The Nile rises in summer and begins to fall in November. By the middle of January it is well within its banks, and there is not sufficient water for the voyage to the second cataract. The dragoman will perhaps tell you otherwise; but remember that he has a living to make, and the Oriental is not squeamish about a falsehood by which he can gain a shilling. Plenty of respectable men can be found in Egypt who will lie all day for a dollar, and tell not less than twenty lies to the hour.

There is a railway part way up the Nile (two hundred miles); but its chief use to the traveler will be to enable him to join a boat after her departure, or leave it on his way down in order to hasten to Cairo. There is a telegraph line all the way, and the mail arrangements are excellent. Travelers may leave their addresses at the Cairo post-office with the name of their boat, and their letters will be forwarded by the weekly steamers.

Having done with Egypt, we will go to the Holy Land. We can make the journey overland by Mount Sinai and through the desert, or we can go by sea. The overland route requires forty days of travel with camels and saddle-horses, and costs heavily (about four hundred dollars each for a party of half a dozen). Make your contract with a good dragoman, as for the Nile journey, and go by rail (ten hours) to Suez, which will be the starting-point. If all goes well, you will reach Jerusalem about six weeks later.

The sea voyage is from Alexandria (in twenty-four hours) or Port Said (in twelve hours) to Jaffa, the port of Jerusalem. It is better to go from Port Said if you have seen Alexandria, as you will have less sea travel, and will moreover take a voyage of a few hours on the Suez canal. From Jaffa to Jerusalem (thirty-six miles) there is a bad wagon road, and a railway is promised. The favorite mode of travel is by saddle-horse, and the tourist will have no trouble in arranging with a dragoman to carry him through the Holy Land at a fixed price per day. The charge varies from twenty to thirty shillings (English), according to the season of the year and the abundance or scarcity of travelers. For this amount, the dragoman will take a party of not less than four or five, supplying them with horses, saddles, tents, beds, and food, and when they stop in hotels at Jerusalem or Damascus he will pay the ordinary hotel bills. Be sure and get a good dragoman, and draw the contract at the consulate. There are two or three tourist agencies engaged in the business of taking travelers through Palestine; but the objections to them and their operations are similar to those who manage the steamers on the Nile.

The best time for the journey is in the spring, during the months of April and May. The regular round of

Palestine and Syria from Jaffa to Beyrouth, or Beyrouth to Jaffa, may be made in a month, and will carry the traveler to Jerusalem, Bethlehem, the Dead Sea, the Jordan, Tiberias, Nazareth, Damascus, and other places famous in Scripture, and will enable him to visit the ruins of Baalbeck, between Damascus and Beyrouth. In addition to the contract price with the dragoman, there will be the inevitable *backsheesh* to servants, beggars, and others, so that not less than two hundred and fifty dollars will be required for the trip.

To reach Syria without going to Egypt, we go from Marseilles or Naples by a French steamer (semi-monthly); from Trieste by an Austrian Lloyd steamer (semi-monthly), and from Odessa or Constantinople by a Russian steamer (every ten days). By taking any of these lines we land at Beyrouth and arrange our tour so as to connect with a steamer at Jaffa. Many persons give the preference to the French steamers, buying through tickets and arranging to be dropped at Beyrouth and picked up at Jaffa four or six weeks later. There are several English steamers running irregularly to the Syrian coast from London or Liverpool, touching at Mediterranean ports; but the most of them have small accommodations for passengers, and their movements depend upon the offerings of freight. There is an Egyptian line between Alexandria and Constantinople, touching at Jaffa and Beyrouth; but the ships are far from clean, and the accommodations for passengers, especially ladies, are extremely limited.

CHAPTER XV.

OUTLINE TOURS THROUGH EUROPE.

The following outline tours are given for the benefit of those who wish to make up their routes before starting from home. In all cases the time given is *exclusive* of the voyage from America to England and back, for which ten or twelve days should be added each way. It should be understood, in addition, that the plan is for a rapid tourist, and allows only for the time absolutely needed to see the stock sights of each place visited. The tourist who wishes to be leisurely in his movements should add not less than fifty per cent. to the figures given with the indicated routes, and it would be better if he could, in each case, double the time allowance.

Tour of twenty days, embracing England, Holland, Belgium, the Rhine, France, etc.:

London, Antwerp, Rotterdam, The Hague, Amsterdam, Utrecht, Cologne, The Rhine, Wiesbaden, Brussels, Paris, Rouen, Dieppe, Brighton, London.

Tour of forty days, embracing England, Belgium, the Rhine, Germany, Switzerland, France, etc.:

London, Antwerp, Brussels, Liege, Aix-la-Chapelle, Cologne, The Rhine, Mayence, Worms, Heidelberg, Strasbourg, Basle, Lucerne, Brunig Pass, Interlacken, Berne, Lausanne, Villeneuve, Martigny, The Tete Noir, Chamouny, Geneva, Macon, Dijon, Paris, London.

Tour of forty-five days, embracing the countries in the preceding :

London, Paris, Dijon, Macon, Geneva, Chamouny, The Tete Noir, Martigny, Brieg, Furca Pass, Andermatt, Fluelen, Lucerne, The Brunig Pass, Interlacken, Berne, Basle, Freiburg (for Black Forest), Strasbourg, Heidelberg, Frankfort-on-the-Main, Wiesbäden, The Rhine, Cologne, Aix-la-Chapelle, Brussels, Antwerp, London.

Tour of fifty days, embracing England, Belgium, Germany, Austria, Bavaria, Switzerland, France, etc.:

London, Dover, Ostend, Ghent, Brussels, Aix-la-Chapelle, Cologne, Hanover, Berlin, Dresden, Prague, Vienna, Linz, Salzburg, Munich, Lindau, Constance, Zurich, Lucerne, The Brunig Pass, Interlacken, Berne, Lausanne, Geneva, Macon, Dijon, Paris, London.

Tour of fifty days, embracing England, France, Belgium, the Rhine, Germany, and Switzerland:

London, Paris, Brussels, Cologne, The Rhine, Wiesbaden, Frankfort-on-the-Rhine, Darmstadt, Heidelberg, Strasbourg, Schaffhausen, Zurich, Zug, Lucerne, The Brunig Pass, Interlacken, Berne, Lausanne, Lake Leman, Bouveret, Martigny, The Tete Noir, Chamouny, Geneva, Macon, Dijon, Paris, London.

Tour of sixty days, embracing England, Italy, Switzerland, Germany, the Rhine, and Belgium, going *via* Mt. Cenis Tunnel, and returning *via* the Simplon Pass:

London, Paris, Dijon, Macon, Mt. Cenis Tunnel, Turin, Genoa, Pisa, Leghorn, Rome, Naples, Rome, Florence, Bologna, Venice, Verona, Milan, Arona (Lake Maggiore), The Simplon Pass, Brieg, Martigny, The Tete Noir, Chamouny, Geneva, Lake Leman, Ouchy, Lausanne, Berne, Interlacken, the Bernese Oberland, Lucerne, Basle, Strasbourg, Heidelberg, Mayence, The Rhine, Cologne, Brussels, Antwerp, London.

Tour of sixty-five days, embracing England, France, Italy, Germany, Belgium, etc., going *via* Splugen and returning *via* Simplon Pass:

London, Antwerp, Brussels, Cologne, The Rhine, Mayence, Worms, Heidelberg, Stuttgart, Munich, Lindau, Lake Constance, Coire, The Splügen Pass, Colico, Como, Verona, Venice, Florence, Rome, Leghorn, Pisa, Genoa, Turin, Milan, Arona, The Simplon Pass, Brieg, Martigny, The Tete Noir, Chamouny, Geneva, Lausanne, Freiburg, Berne, Thun, Interlaken, The Brunig Pass, Lucerne, Basle, Paris, London.

Tour of fifty days, embracing England, France, and Italy, going *via* south of France and returning *via* Mt. Cenis Tunnel:

London, Dover, Calais, Paris, Dijon, Lyons, Marseilles, Toulon, Cannes, Nice, Monaco, Genoa, Pisa, Leghorn, Rome, Naples, Rome, Florence, Bologna, Venice, Verona, Milan, Turin, Mt. Cenis Tunnel, Macon, Paris, London.

Tour of sixty days, embracing England, France, Italy, and Switzerland, going *via* Mt. Cenis Tunnel, and returning *via* St. Gothard: London, Paris, Dijon, Macon, The Mt. Cenis Tunnel, Turin, Genoa, Pisa, Rome, Naples, Rome, Florence, Venice, Verona, Milan, Como, Lugano, Bellinzona, St. Gothard Tunnel, Lucerne, Interlacken, Berne, Neuchatel, Pontarlier, Paris, London.

Routes embracing Sweden, Norway, Denmark, and Russia, are given in the chapter on those countries.

The following tour of forty-eight days, from London back to London again, embraces Egypt and the Holy Land, leaving out the "long route" from Jerusalem to Damascus and Beyrouth. We will suppose that we are ready to start from London on a Thursday; our itinerary will be as follows:

FIRST DAY.—Thursday. London to Paris.

SECOND DAY.—Friday. Spend the day in Paris. Night train for Turin.

THIRD DAY.—Saturday. Arrive at Turin in the evening.

FOURTH DAY.—Sunday. At Turin.

FIFTH DAY.—Monday. Take morning train for Genoa. Spend the afternoon there, and leave at nine P. M. by steamer for Alexandria.

SIXTH DAY.—Tuesday. At Leghorn.

EIGHTH DAY. Thursday. At Naples.

NINTH DAY.—Friday. At Messina and Catania.

THIRTEENTH DAY.—Tuesday. Arrive at Alexandria.

FOURTEENTH AND FIFTEENTH DAYS.—At Alexandria.

SIXTEENTH DAY.—Friday. Leave Alexandria by steamer for Jaffa, calling at Port Said.

EIGHTEENTH DAY.—Sunday. Arrive at Jaffa.

NINETEENTH DAY.—Monday. Carriage or on horseback to Jerusalem.

TWENTIETH DAY, Tuesday, to the TWENTY-EIGHTH DAY.—Wednesday. In Jerusalem and in excursions to Bethlehem, Dead Sea, Jordan, Jericho, etc.

TWENTY-NINTH DAY.—Thursday. Leave Jaffa for Port Said and Alexandria.

THIRTY-SECOND DAY.—Sunday. Arrive at Alexandria.

THIRTY-THIRD DAY, Monday, till THIRTY-SEVENTH DAY.—Friday. At Alexandria and excursions to Cairo and the Pyramids.

FORTY-FIRST DAY.—Tuesday. At Catania and Messina.

FORTY-SECOND DAY.—Wednesday. At Naples.

FORTY-FOURTH DAY.—Friday. At Genoa.

FORTY-FIFTH DAY.—Saturday. Turin and Paris.

FORTY-SIXTH DAY.—Sunday. Paris.

FORTY-EIGHTH DAY.—Arrive at London.

The "long route" through Palestine and Syria will require an addition to the above of not less than four weeks.

For the itinerary of a journey around the world, with routes, time, distances, cost, etc., see Chapter XXIII of "How to Travel," by the author of this Guide Book.





INDEX.

In the following Index the reader will find the names of hotels immediately after the number of the page to which reference is made. This arrangement is considered preferable to that of scattering the names of hotels through the text of the book, since it facilitates frequent revision of a kind of information that is liable to constant change. Where two or more are named, the first may be regarded as the best and dearest, and the last as the cheapest; the author has endeavored to indicate them in the order of their excellence and consequent expensiveness, but it will be readily understood that he cannot guarantee the accuracy of his information for all time. Men change, and so do hotels; the house that was excellent a year ago may be wretched to-day, or it and its owner may have ceased to exist. New hotels may spring up while this book is passing through the press, and houses that once were cheap and good may have become bad and dear.

There are many places on the routes of travel where the tourist is not likely to remain more than a few hours at farthest, and there are also many points that lie off the regular lines, and are unlikely to be seen by the bulk of travelers. For the most of these places the hotels are omitted, and the same rule is observed where a town or village has but a single establishment for the entertainment of strangers. In case a traveler wishes to remain over night at a place where no hotel is mentioned, he can

generally obtain an address from a fellow-traveler, or from station-masters, guides, drivers, and others with whom he comes in contact. Very often the information thus obtained may be prejudiced, but it is much better than none at all. The term "hotel" is generally understood throughout all Europe, but in the rural districts the traveler may occasionally fail to be comprehended when he pronounces the word. The equivalent of the English "tavern," or "inn," is "*Auberge*" or "*Taverne*" in French, "*Gasthof*" or "*Gasthaus*" in German, "*Albergo*" in Italian, "*Fonda*" in Spanish, "*Gostinitza*" in Russian, and "*Gastgifvaregendar*" in Scandinavian.

The author will feel greatly obliged to any traveler who will inform him relative to changes in the names and character of existing hotels or the establishment of new ones. Letters may be addressed;

AUTHOR OF POCKET GUIDE FOR EUROPE,
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INDEX.

Aachen (Aix-la-Chapelle), 150.
Aberdeen, 22, Imperial, Douglas, Palace.
Adelsberg, Caves of, 90.
Airolo, 92.
Aix-la-Chapelle (Aachen), 150, Grand Monarque, Sclemmer, Bellevue.
Aix-les-Bains, 94, Venat, Europe, Globe.
Alexandria, 174, Europe, Orient, Abbat.
Algeria, Routes through, 172.
Algiers, 172, L'Orient, Regence, Paris.
Alicante, 140.
Alkmaar, 158.
Almeria, 140.
Altorf, 92, Adler, Krone.
Ambleside, 25, Queen's, Salutation.
Amiens, 51.
Amsteg, 98.
Amsterdam, 155, Amstel, Bible, Adrian, Palais Royal.
Amsterdam, Sights of, 156.
Ancona, 89, La Pace, Reale.
Andermatt, 98, Bellevue, St. Gotthard, Oberalp.
Antwerp, 147, St. Antoine, De l'Europe, Courrier, Commerce.
Aosta, 93, Mont Blanc, Couverne.
Appenines, The, 79.
Aranjuez, 135.
Ardrishaig, 21.
Arezzo, 76, Vittoria.
Arona, 92, Italia, Albergo Reale.
Arth, 97, Adler, Rigi.
Astrachan, 171.
Avignon, 129, Europe, Luxembourg.
Azof, Sea of, 171
Baden-Baden, 108, Victoria, Holland.
Baku, 171.
Bale, 95, Trois Rois, Suisse, Couronne.
Baloch, 23.
Belgrade, 123, Paris.
Banavie, 21, Lochiel Arms.
Bangor, 27, George, Albert.
Barcelona, 140, Four Nations.
Basisasch, 123.
Baths, Ancient in Rome, 76.
Battle of Waterloo, 147.
Bayonne, 131.

Bebra, 115.
 Belfast, 19, Imperial, Royal, Prince of Wales.
 Belgium and Holland, 141.
 Belgium, Routes to, 141.
 Bellagio, 91, Grande Bretagne, Genazzini.
 Berlin, 111, Central, Kaiserhof, Windsor, Union. (See Baedeker.)
 Berlin, Cabs and Carriages, 111.
 Berlin, Sights of, 112.
 Berne, 103, Bernerhof, Bellevue, Pfistern, Storch.
 Beyrouth, 178, Orient.
 Biarritz, 131, Angleterre, Princes.
 Birkenhead, 26.
 Birmingham, 28, Great Western, Queen's.
 Birmingham, Business Section of, 39.
 Birthplace of Shakspeare, 29.
 Biskra, 173, Meidan.
 Black Forest of Germany, 108.
 Blarney Castle, 16.
 Bodo, 166, Nilsen's.
 Bologna, 79, Brun, Italia, Tre Mori.
 Bone, 173, Orient.
 Bonn, 109.
 Bordeaux, 130, France, Nantes, Commerce.
 Borromean Islands, 92.
 Boston, 49, Peacock, White Hart, Red Lion.
 Borrowdale, 25.
 Boulogne, 51.
 Bradford, 48, Victoria, George.
 Braunau, 126.
 Bremen, 115, Hillmann's, Europe, Caspar, Bellevue.
 Bremerhaven, 115.
 Brenner Railway, 90.
 Bribes, How Administered, 13.
 Bridge, Britannia Tubular, 28.
 Bridge, Menai, 28.
 Brieg, 93, Trois Couronnes, Angleterre.
 Brienz, Lake of, 99.
 Brighton, 45.
 Britannia Tubular Bridge, 28.
 Broek, 158.
 Bromley, 45.
 Bruges, 142, Flandre, Commerce, Universe.
 Brunn, 117.
 Brunswick, 111, Schrader's, Deutsches, Bethmann's.
 Brussels, 144, Bellevue, L'Europe, Suede, Hollande.
 Brussels, Sights of, 145.
 Bucharest, 124.
 Buda, 122.
 Burgos, 132.
 Cadiz, 138, De Paris, America.
 Cairo, 174, Shepherd's, Nil, Grand, Orient, Auric.
 Calais, 51.
 Callendar, 23.
 Caledonian Canal, 21.
 Campanile, Venice, 82.
 Canal, Caledonian, 21.

Cannes, 69.
 Cannes, 130, Fleury, Central.
 Canterbury, 49, Rose, Fountain.
 Capri, 70.
 Carlisle, 24, Station, County.
 Carlsbad, 117, Anger's, National, Schwann.
 Carnarvon, 28.
 Carnforth, 25.
 Cartegena, 140.
 Caserta, 71.
 Caspian Sea, The, 171.
 Cathedral Towns and Cities of England, 49.
 Chambery, 94, La Paix, France, Metropole.
 Chamouny, 102, Imperial, Royal, France, Balances.
 Charlottenberg, 164.
 Chatham, 42, Sun, Ship, Mitre.
 Chester, 27, Grosvenor, Queen's, Blossom's.
 Chiavenna, 91.
 Chillon, Castle of, 103.
 Christiania, 164, Grand, Scandinavie, Royal, Angleterre.
 Cigars, Allowance of in Customs Houses, 12.
 Circular Notes, 8.
 Clarens, 103.
 Clothing for Sea Voyage, 10.
 Coblenz, 108.
 Coire, 91, Steinbock, Stern.
 Col De Baume, 102.
 Colico, 91.
 Cologne, 109, Hollande, Victoria, Du Dome.
 Como, 91.
 Como, Lake of, 84, 91.
 Compiegne, 67.
 Constantine, 173, L'Orient.
 Constantinople, 171, Angleterre, Byzance, France.
 Contraband Articles, 12.
 Conway, 28.
 Copenhagen, 161, Angleterre, L'Europe, Victoria, Alexandra.
 Copenhagen, Excursions near, 162.
 Copenhagen, Sights of, 161.
 Cordova, 136, Hotel Suisse.
 Cork, 15, Imperial, Royal Victoria.
 Cornice Road, 69.
 Coventry, 30, Castle, King's Head.
 Cracow, 170.
 Cracow, 125, Victoria, Poller.
 Credit, Letters of, 8.
 Crimea, The, 125.
 Crimea, The, 171.
 Custom-House Regulations, 12.
 Dachsen, 96.
 Damascus, 178.
 Danube, The, 121.
 De Four, Loch, 22.
 Delft, 153.
 Derwent Water, 24.
 Dieppe, 53, Royal, De Londres, Du Commerce.

Dijon, 129, Cloche, Jura.
 Docks of Liverpool, 26.
 Doge's Palace, Venice, 82.
 Don, The, 171.
 Domo D'Ossola, 92.
 Dorking, 45.
 Dortmund, 110.
 Dover, 50, Lord Warden, Ship, Castle.
 Drachenfels, 109.
 Dresden, 114, Bellevue, Victoria, France, Kettlitz.
 Dryburgh Abbey, 24.
 Dublin, 16, 19, Shelbourne, Morrison's, The Gresham.
 Dublin to Holyhead, 20.
 Dulwich, 43, Greyhound.
 Dumbarton, 23.
 Dundee, 22, Queen's, Royal, Lambs.
 Dunloe Castle, 17.
 Dunloe, Gap of, 17.
 Dunoon, Firth of, 21.
 Durham, 46, County, Three Tuns.
 Dusseldorf, 110.
 Duties in Continental Custom Houses, 12.
 Edinburgh, 24, Royal, Edinburgh, London.
 Edinburgh, from Inverness, 22.
 Egypt, Routes to, 173.
 Ehrenbreitstein, 108.
 Eisenach, 115.
 Elberfeld, 110.
 Elsinore, 162.
 Enghein, 67.
 Epping Forest, 45, King's Oak.
 Escorial, 133.
 Essen, 110.
 Eton, 45.
 Europe, Outline Tours through, 179.
 Expense of Foreign Tour, 7.
 Eydtkuhnens, 168.
 Faulhorn, 98.
 Ferrara, 80, Europa, Tre Coronone.
 Firearms, Regulations concerning, 13.
 Florence, Excursions, 78.
 Florence, From Rome to, 76.
 Florence, 76, New York, Italia, Porta Rossa.
 Florence, Railway Route Northward, 79.
 Florence, Sights of, 77.
 Fluelen, 92, 98, Urnerhof, Adler.
 Fontainebleau, 67, Londres, France, Aigle Noir.
 Foreign Tour, Expense of, 7.
 Frankfort-on-the-Main, 115, Angleterre, Bruxelles, Union.
 Freiburg, 103, Zahringer, Freiburg, Kramern.
 Frutigen, 100.
 Funds, How to Carry, 8.
 Furca Pass, 98.
 Galatz, 125.
 Galatz, 171.

Galway, 19, Railway.
 Gap of Dunloe, 18.
 Garda, Lake of, 84.
 Gemmi, The, 100.
 Geneva, 102, Russie, Beau Rivage, Richemont, Victoria.
 Genoa, 69, De La Ville, Croce Di Malta, France.
 Geschenen, 92.
 Ghent, 142, Royal, Poste, Wellington.
 Giant's Causeway, 19.
 Gibraltar, 139, Europa, Imperial.
 Giesbach, Falls of, 99.
 Glasgow, 20, Queen's, George, Aitken's.
 Glasgow, from Belfast, 20.
 Glasgow, to the Highlands, 21.
 Gondo, 92.
 Gothenberg, 163, Haglund's, Kristiana, Neptun.
 Gorner Grat, 101.
 Gotha, 115.
 Gotha Canal, 163.
 Gratz, 90, Elephant, Goldenes Ross
 Gravesend, 41, Clarendon, Falcon, Nelson.
 Great Belt, The, 160.
 Greenhithe, 41.
 Greenock, 21.
 Greenwich, 43, Trafalgar, Ship
 Grenada, 139, Irving, Madrid.
 Grimsel, 98.
 Grimsel Hospice, 98.
 Grindelwald, 99, Adler, Du Glacier, Burgener.
 Grindelwald, Glacier of, 99.
 Guide Books for the Continent, 50.
 Hague, The, 153, Bellevue, L'Europe, Commerce, Pays-Bas.
 Hallsberg, 164.
 Hamburg, 114, Europe, Streit's, Alster, Moser's.
 Hammerfest, 166, Jansen's, Schichtlehner's.
 Hampton Court, 43, Castle, Mitre, Greyhound, King's Arms.
 Handeck, Falls of, 98.
 Hanover, 110, British, Union, Rheinischer, Rudolph.
 Harlem, 153, 155.
 Havre, 52, Frascati, Europe, Bordeaux, Normandie.
 Heidelberg, 108, Schreiber, Victoria.
 Helder, 159.
 Heligoland, 115.
 Helsingborg, 162.
 Helsingor, 162.
 Herculaneum, 70.
 Holland and Belgium, 141.
 Holland, Routes to, 141.
 Hollandsch Diep, 150.
 Holyhead, 27.
 Holyhead, from Dublin, 20.
 Holy Land, Tour of, 179.
 Hospice of St. Bernard, 93.

Hospice of the Grimsel, 98.
 Hospice of the Simplon, 93
 Hotels, Management of in Switzerland, 106.
 Hyeres, 130.
 Innsbruck, 91, Tyrol, L'Europe, Goldener Adler.
 Interlaken, 99, Victoria, Jungfrau, Oberland, Berger.
 Invergarry Castle, 22.
 Inverness, 21, Caledonian, Royal, Middleton.
 Inverness to Edinburgh, 22
 Iona, 21.
 Iron Gate of the Danube, 124.
 Irun, 132.
 Islay, 21.
 Isleworth, 44.
 Italian Coast, 68.
 Jaffa, 178.
 Jerez, 137.
 Jerusalem, 178.
 Jitomar, 171.
 Kahlenberg, 122.
 Kalatch, 171.
 Kanderstag, 100.
 Karlstad, 164.
 Kazan, 171, Odessa, Resanoff.
 Kazan, Defile of, 124.
 Kendal, 25.
 Kenilworth, 30, King's Arms, Castle.
 Keswick, 24, Keswick, Royal Oak.
 Kew, 48.
 Kiel, 160, Germania, Bellevue.
 Kiev, 171.
 Kil, 164.
 Killarney, 17, Royal Victoria, Lake, Railway.
 Killarney, From Cork to, 17.
 Killarney, Lakes of, 18.
 Killarney to Dublin, 18.
 Kingston, 44.
 Komorn, 122.
 Konigswinter, 109.
 Korsor, 160.
 Kovno, 169.
 Lake Maggiore, 92.
 Land of the Midnight Sun, 165.
 Landskrona, 162.
 Last Supper, Da Vinci's, 85.
 Lausanne, 102, Gibbon, Falcon, Nord
 Lauterbrunnen, 99, Steinbock, Staubbach.
 Leamington, 28.
 Lea, River, 15.
 Leeds, 48, Queen, Great Northern, Trevelyan.
 Leghorn, 69, Washington, Gran Bretagna.
 Leipsic, Battle of, 114.
 Leipsic, 114, Hauffe, Russie, Hamburg, Sedan.
 Letters of Credit, 8.
 Leuk, Baths of, 100.
 Leuk, Station, 101.
 Levant, Routes to, 172
 Leyden, 153, 154.
 Liege, 149, Suede, Angleterre, Schiller.
 Lille, 149, L'Europe, Singe D'Or, France.
 Limerick, 19, Royal.

Lincoln, 49, Northern, Saracen's Head, Eagle.
 Linz, 126, Erzerzog Carl, Lamm, Lowe.
 Linz to Vienna, 121.
 Lisbon, 138.
 Little Belt, The, 160.
 Liverpool, 26, Washington, Angel, Adelphi, North-western.
 Loch Defour, 22.
 Loch Katrine, 23, Stronach-lachar.
 Loch Lochy, 22.
 Lochy, Loch, 22.
 Loch Lomond, 22.
 Loch Ness, 22.
 Lodore, 25.
 Lomond, Loch, 22.
 London, 32, (See foot note about Hotels, etc.)
 London, Cabs and Omnibuses, 32, 33, 34.
 London, Underground Railway, 32, 33.
 London, Parks and Pleasure Grounds of, 40.
 London, Environs of, 41.
 London, River Steamboats, 32, 33.
 London, Churches of, 37.
 London, Sights of, 35, 36.
 London, from Liverpool, 26.
 London, reaching from Queenstown, 15.
 London to the Continent, 49, 50.
 Londonderry, 19, Jury's.
 Lough Leane, 17.
 Lubec, 160, Stadt Hamburg, Brockmuller's.
 Lucerne, 98, Schweizerhof, National, Engel, Rossli.
 Lyons, 129, Grand Hotel De Lyon, Angleterre.
 Maas, The, 153.
 Madrid, 133, De Paris, De Madrid, Russie.
 Madrid, Sights of, 134.
 Magdeburg, 111, Koch, Muller.
 Magenta, 86.
 Malaga, 139, Londres, Victoria.
 Malines, 147.
 Mallow, 16.
 Malmo, 162, Kramer's, Svea, Stockholm.
 Marseilles, 130, Marseilles, Louvre, Noailles.
 Martigny, 102, De La Tour, Clerc, Mont Blanc.
 Matterhorn, The, 101.
 Mayence, 108, Hollande, Angleterre.
 Meiringen, 98, Reichenbach, Wildenmann.
 Melrose, 24, Abbotsford, Royal George.
 Menai Bridge, 28.
 Mentone, 69.
 Mentone, 130.
 Midnight Sun, 165.
 Milan, 84, Royal, Cavour, Pozzo, San Marco.
 Milan, From Verona, 84.

Modane, 94.
 Modena, 80, Reale, San Marco.
 Monaco, 69, De Paris.
 Money, Table of, 5.
 Mont Blanc, 102.
 Mont Cenis, 94.
 Mont Cervin, 101.
 Montmorency, 67.
 Montreux, 103.
 Monza, 91.
 Moscow, 170, Dresden, Dusaux,
 Chevrier, Billet, Billot.
 Muckross Abbey, 18.
 Muhldorf, 126.
 Muirtown, 22.
 Munich, 127, Four Seasons,
 Bellevue, Marienbad, Ste-
 phan's.
 Munich, Sights of, 127.
 Naples, 69, Nobile, Washing-
 ton, Russie, Geneve.
 Naples, Churches of, 70.
 Naples, Excursions from, 70
 Naples, From Paris to, 68.
 Ness, Loch, 22.
 Neuhausen, 96, Schweizerhof,
 Rheinfall.
 Newcastle-on-Tyne, 46, Sta-
 tion, Neville, Bell's.
 Newstead Abbey, 49.
 Nice, 69, Chauvain, Cosmo-
 politan, Des Etrangers.
 Nice, 130.
 Nice to Marseilles, 130.
 Niesen, The, 100.
 Night Signals of Steamship
 Lines, 11.
 Nijni Novgorod, 170, De La
 Poste, De Russie.
 Nile, Voyage on the, 174.
 North Cape, 166.
 Northfleet, 41.
 North Holland, 158.
 Norwegian Travel, 164.
 Notes, Circular, 8.
 Nottingham, 49.
 Novara, 86.
 Novgorod, the Great, 170.
 Nuremburg, 128, Bavarian,
 Strauss, Rother Hahn.
 Oban, 21, Station, King's
 Arms.
 Oberhausen, 110.
 Odessa, 171.
 Odessa, 125.
 Ofen, 122.
 Orleans, 130, St. Aignan.
 Orsova, 123.
 Ostend, 142, Continental, Fon-
 taine, Couronne.
 Outfit, 10.
 Outline Tours of Europe, 179.
 Oxford, 31, Randolph, Claren-
 do, Mitre.
 Padua, 80, Stella D'Oro.
 Palazzo Vecchio, Florence, 77.
 Pallanza, 92.
 Palestine, Routes to, 177.
 Palestine, Tour of, 179.
 Paris, 54, Hotels, Grand, Con-
 tinental, Louvre, Westmin-
 ster, Bade, Hollande, Meu-
 rice, Wagram, Bristol, (all
 high priced). Among cheap-

er ones are St. James, Normandie, L'Empire, L'Orient, L'Amirauté, Burgundy, Bergere, Violet. See Bradshaw's Continental Guide and Baedeker's Paris.

Paris, a Walk through, 61.

Paris, Belt Railway, 58.

Paris, Cabs and Omnibuses, 56, 57.

Paris, Cemeteries, 65.

Paris, Excursions from, 67,

Paris, Expenses in, 54.

Paris, Jardin D'Acclimation, 63.

Paris, Picture Galleries and Churches, 59.

Paris, Principal Sights, 58 *et seq.*

Paris, Restaurants of, 55.

Paris, Shops, 64.

Paris, Steamers on the Seine, 58.

Paris, Theatres and Other Amusements, 64, 65.

Parma, 80, Croce Bianca, Posta.

Passage, Town near Cork, 15.

Passport for Russia, 168.

Passports in Russia, 125.

Pau, 131, France, Poste, Dordade.

Pavia, 87.

Perth, 22.

Perugia, 76.

Peschiera, 84.

Pesth, 122, Hungaria, Na-

tional, Konig Von Ungarn, Paris.

Peterborough, 49, Great Northern, Angel.

Philippeville, 172, L'Orient, Regence.

Piazza San Marco, Venice, 82.

Pisa, 69, Lungarno, Minerva.

Pistoja, 79, Di Londra, Posta.

Pitti Palace, 77.

Pompeii, 70. -

Port Rush, Ireland, 19.

Poti, 171.

Potsdam, 113, Einseidler, Konigsberg.

Prague, 116, Englischer, Saxe, Stephan, Carlsbad.

Prague to Vienna, 117. -

Prater at Vienna, 121.

Pressburg, 122, Greenerbaum.

Prohibitions at Continental Custom Houses, 12.

Pskof, 169.

Purfleet, 41.

Purmerende, 158.

Pyrenees, The, 131.

Queenstown, 15, Queen's Hotel.

Ratisbon, 128, Goldenes Kreuz, Weidenhof.

Ravenna, 87, Spada D'Oro, San Marco.

Reichenbach, Falls of, 98.

Rhine, Falls of, 96.

Rhine, Wines of, 109.

Rhone Glacier, 98, Glacier du Rhone.

Richmond, 43, Star and Gar-
 ter, Rose, Roebuck.
 Ried, 126.
 Riffel, The, 101.
 Rigi-Kulm, 97, Rigi-Kulm.
 Rigi Railway, 97.
 Rochester, 42, Crown, Bull,
 Victoria.
 Rome, 71, Costanzi, Quiri-
 nale, Minerva, Italia.
 Rome, Churches of, 73.
 Rome, from Naples to, 71.
 Ruins in Rome, 76.
 Rome, Sights of, 71.
 Rooms, Engaging in advance,
 106.
 Roosendaal, 150.
 Rostof, 171.
 Rothesay, 21.
 Rotterdam, 150, New Bath,
 Victoria, Guilliams, Hol-
 lande.
 Rotterdam, Description of,
 152.
 Rouen, 52, Albion, Angle-
 terre, Victoria.
 Routes, Transatlantic, 14.
 Rugby, 31, George, Royal,
 Eagle.
 Russia, Routes through, 170.
 Russia, Rontes to, 168.
 Rustchuk, 124.
 Rye House, 45.
 Saltaire, 48.
 Salzburg, 126, Europe, Haas.
 Samara, 171.
 San Bernardino Pass, 92.

San Juan, 136.
 San Marino, Republic of, 88.
 Saratov, 171.
 San Remo, 69, San Remo.
 Sceaux, 67.
 Scheideck, 98.
 Scheveningen, 154, D'Orange,
 Des Bains, Garni.
 Schiedam, 153.
 Schleswig-Holstein, 160.
 Sea-Sickness, How to prevent,
 12.
 Sea voyage, Outfit for, 10.
 Semlin, 123.
 Semmering Railway, 90.
 Sevastopol, 125.
 Seven Mountains, 109.
 Sevenoaks, 45.
 Seville, 137, De Paris, De
 Madrid.
 Shakspeare, Birthplace of, 29.
 Sheffield, 48, Royal, Victoria,
 Angel.
 Shottery, 30.
 Shrewsbury, 28.
 Simbach, 126.
 Simplon Hospice, 93.
 Simplon Pass, 92.
 Smolensk, 170.
 Solferino, 84.
 Sorrento, 70.
 Southampton, 52, Radley's,
 Dolphin, Castle.
 Southern Tour, 68.
 Spain, Expense of Travel in,
 132.
 Spain, Season for Travel, 132.

Splugen, 91, Bodenhaus.
 Splugen Pass, 91.
 St. Albans, 45.
 St. Bernard Hospice, 93.
 St. Bernard Pass, 93.
 St. Cloud, 63.
 St. Denis, 66.
 St. Germain, 67, Pavilion of
 Henri IV.
 St. Gotthard Pass, 92.
 St. Gotthard Tunnel, 92.
 St. John Lateran, Church of,
 74.
 St. Niklaus, 101.
 St. Peter's at Rome, 73.
 St. Petersburg, 169, Europe,
 Angleterre, Demuth, Ben-
 son's.
 Staffa, 21.
 Staubbach, Falls of, 99.
 Steamer Lines, Distinguishing
 Marks of, 11.
 Steamship Companies, 9.
 Steamships, Character of Dif-
 ferent Lines, 9.
 Steamships, Lines of, 9.
 Stelvio Road, 91.
 • Stirling Castle, 23.
 Stirling, 22, Royal.
 Stockholm, 163, Grand, Ryd-
 berg, Germania, Kanan.
 Strasburg, 107, Angleterre,
 France.
 Stratford-on-Avon, 29, Red
 Horse, Shakspeare.
 Stuttgart, 128, Markhardt,
 Royal, Krauss.
 Sun at Midnight, 165.
 Switzerland, Carriages and
 Posting in, 96.
 Switzerland, Characteristics
 of Hotels in, 95.
 Switzerland, Routes to, 94.
 Switzerland, Season in, 95.
 Switzerland, Tour of, 96
 Switzerland, Tours through,
 104, *et seq.*
 Syria, Routes to, 178.
 Table of Money, 5.
 Terni, 76, Europa, Tre Colonne.
 Tete Noire, 102.
 Throndhjem, 164, Britannia,
 Bellevue, Victoria, Nilsen's.
 Throndhjem to Hammerfest,
 165.
 Thun, 100, Thunerhof, Falke,
 Kreuz.
 Thusis, 91.
 Tiflis, 171.
 Tilbury Fort, 41.
 Tobacco, Allowance of in
 Custom Houses, 12.
 Toledo, 135.
 Tor Castle, 22.
 Torc Castle, 18.
 Tours through Europe, 179.
 Transatlantic Routes, 14.
 Trent, 90, Europa, De La Ville.
 Trevi, Fountain of, 76.
 Tripoli, 173.
 Trolhatta, Falls of, 163.
 Tromsoe, 166, Grand, Garni.
 Trossachs, 22.
 Tsaritsin, 171.

Tunis, 173.
 Tunnel of Mont Cenis, 94.
 Tunnel of St. Gotthard, 92.
 Turin, 86, Europa, Trombetta, Feder, Liguria.
 Turin, from Milan, 86.
 Twickenham, 44.
 Tyven, The, 166.
 Uetliberg, 97, Furst.
 Uffizzi Palace, 77.
 Utrecht, 159, Pays Bas, Belle-vue, Station.
 Vadso, 166, Pihlfelt, Aas.
 Valentia, 140, Madrid, 4 Nations.
 Valladolid, 132.
 Val Sugana, 91.
 Varna, 124.
 Vatican, The, 75.
 Venice, 81, Grand, Europa, Danieli, Baur, Luna.
 Vercelli, 86.
 Verona, 83, Di Londra, Due Torri, Aquila Nera.
 Versailles, 66, Du Reservoir, De France.
 Vesuvius, 70.
 Vevey, 102, Trois Couronnes, Vevey, Angleterre.
 Vicenza, 84, De La Ville.
 Vienna, 118, Grand, Metropole, London, Klomser.
 Vienna, Cabs and Carriages, 118.
 Vienna, Description of, 119.
 Vienna, from Prague, 117.
 Vienna, Restaurants, 118.
 Vienna, Sights of, 120.
 Vienna to Pesth by Rail, 123.
 Vienna to Pesth by River, 122.
 Ville D'Avray, 67.
 Villeneuve, 102, Ville, Byron.
 Vilna, 169.
 Vincennes, 67.
 Virballof, 168.
 Virginia Water, 45.
 Vispach, 101.
 Vitznau, 98, Pfiffer, Rigi.
 Volga, The, 171.
 Voyage, Clothing for, 10.
 Waltham Abbey, 45, Crown Inn.
 Warsaw, 126.
 Warsaw, 170, Europe.
 Warwick, 28, Warwick Arms, Globe.
 Waterloo, Excursion to, 146.
 Weimar, 115.
 Wengern Alt, 99.
 Whitebait at Greenwich, 43.
 Wielizka, Salt Mines of, 125.
 Wiminis, 100, Lowe.
 Windermere, 25, Ferry Hotel.
 Windsor, 44, White Hart, Castle, Adelaide.
 Windsor Castle, 44.
 Wittenberg, 115.
 Woolwich, 42.
 Ypres, 148, Tete D'Or, Chatel-lenie, Fournier.
 York, 47, Station, Black Swan.

| | |
|------------------------------------|------------------------------|
| York, Castle and Cathedral of, 47. | Mont Rose, Des Alpes. |
| Zaandam, 158. | Zug, 97, Hirsch, Ochs, Lowe. |
| Zeeland, 151. | Zurich, 97, Baur au Lac, |
| Zermatt, 101, Mont Cervin, | Bellevue, Storch, Falke. |



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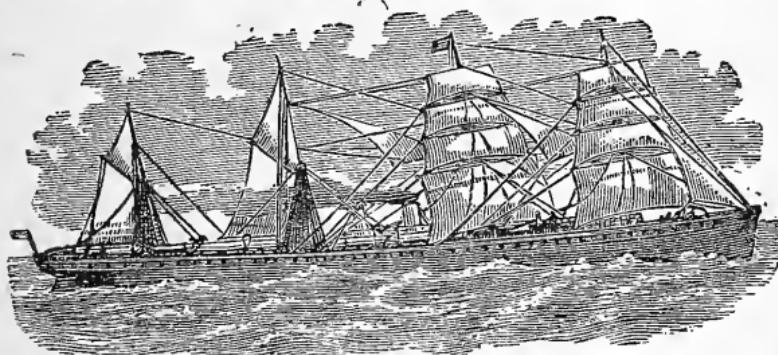
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